



DOCUMENTS
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CITY OF BOSTON,
FOR THE YEAR 1890.

IN FOUR VOLUMES.

VOLUME II.

CONTAINING DOCUMENTS FROM NO. 30 TO NO. 61, INCLUSIVE.

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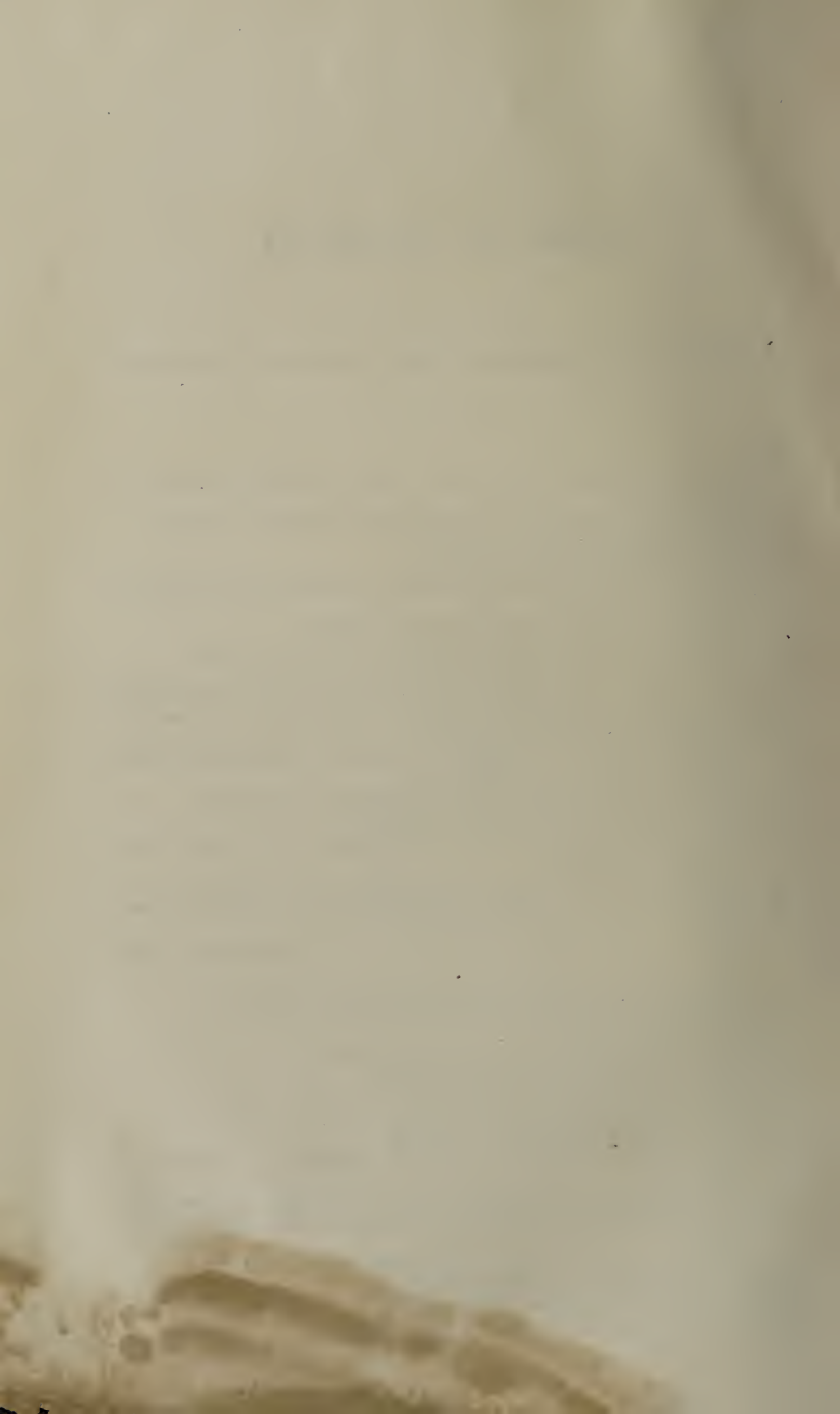
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CITY OF



BOSTON.

PARTIAL REPORT

OF THE

JOINT SPECIAL COMMITTEE ON CHARLES-
RIVER BRIDGES,

SUBMITTING THE EVIDENCE TAKEN AT THE HEARING

BEFORE

THE BOARD OF ENGINEERS, U. S. ARMY,

ON THE

ORDERS OF THE SECRETARY OF WAR, ISSUED IN DECEMBER,
1888, FOR THE ALTERATION OF THE BRIDGES OF
THE CITIES OF BOSTON AND CAMBRIDGE,
OVER THE CHARLES RIVER;

AND THE

ARGUMENT OF J. B. RICHARDSON, CORPORATION
COUNSEL OF THE CITY OF BOSTON.

JANUARY, 1890.

IN BOARD OF ALDERMEN, Feb. 10, 1890.

The Joint Special Committee appointed to consider and report upon the subject of navigation of Charles river, and the proposed alteration of the bridges crossing the said river within the limits of Boston, in accordance with the order of the late U. S. Secretary of War, believing the matter to be of sufficient importance to warrant their presenting to the City Government such information on the subject as they

may receive from time to time, respectfully submit the following report in part. A commission composed of U. S. Engineers, appointed to inquire into the subject of widening the draws, or raising the bridges over Charles river, arrived in this city during the early part of last month; they visited the bridges included in the order, and carefully inspected the same. The said commission gave a hearing on the subject in the Post-Office Building, which lasted three days, viz., Jan. 9, 10, and 11, 1890. The committee attended the hearing, and the city was represented by the Corporation Counsel; a large number of witnesses were examined, and a vast amount of testimony was obtained. At the close of the hearing the Corporation Counsel delivered his argument for the city in writing. The committee being of the opinion that the said argument should be reported to the City Government at once, submit the same herewith, together with the evidence taken at the hearing.

For the Committee,

WILLIAM POWER WILSON,

Chairman.

THE CHARLES-RIVER BRIDGES.

————— 3-33-1

HEARINGS

BEFORE

BOARD OF UNITED STATES ENGINEERS,

CONSISTING OF

GEN. HENRY L. ABBOT, COL. G. L. GILLESPIE,
COL. S. M. MANSFIELD,

At Boston, Mass, January 9, 10, and 11, 1890,

ON THE PETITION OF THE CITIES OF BOSTON AND CAM-
BRIDGE FOR A REVOCATION OF THE ORDERS OF
SECRETARY OF WAR ENDICOTT, ORDERING
ALTERATIONS OF THE BRIDGES OWNED
BY SAID CITIES, OVER THE CHARLES
RIVER, AT BOSTON, MASS.

—————
BOSTON, Jan. 9, 1890.

The Board met at eleven o'clock in room 124 of the Post-Office building, and the Chairman (Gen. Henry L. Abbot) read the order from the War Department under which they were acting, and stated that the Board were prepared to hear whatever any gentleman present had to say upon the subject of the proposed modifications in the four bridges under the control of the cities of Boston and Cambridge.

OPENING STATEMENT OF J. B. RICHARDSON, Esq., CORPORATION
COUNSEL OF THE CITY OF BOSTON.

GENTLEMEN,— On the fifteenth day of December, 1888, an order issued by the Secretary of War, and bearing the date of Dec. 6, 1888, was served upon the city of Boston. It was as follows:—

“WAR DEPARTMENT,

“WASHINGTON, Dec. 6, 1888.

“*To the City of Boston : Take notice that*

“*Whereas*, The Secretary of War has good reason to believe that the bridges across the Charles river within the limits of the city of Boston, known as Charles-river bridge and Warren bridge, and controlled by the city of Boston, are obstructions to the free navigation of the said Charles river (which is one of the navigable waters of the United States), by reason of insufficient height above mean low-water, insufficient width of spans, narrow draw-openings, and faulty construction, and that the navigation through or under them is rendered difficult for the passage of steamboats and other water craft; and

“*Whereas*, To the first day of January, 1891, is a reasonable time in which to so alter the said bridges as to render navigation through or under them free, easy, and unobstructed;

“Now, therefore, in obedience to and by virtue of the ninth and tenth sections of an act of the Congress of the United States, entitled ‘An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes,’ which took effect Aug. 11, 1888, I, William C. Endicott, Secretary of War, do hereby notify the said city of Boston, Massachusetts, to so alter the said bridges as to render navigation through or under them free, easy, and unobstructed, and prescribe that said alterations shall be made and completed on or before the first day of January, 1891.

“ (Signed)

WILLIAM C. ENDICOTT,

“*Secretary of War.*”

His Honor. the then Mayor, on the seventeenth day of December, submitted said order, with a brief message, to the City Council, and the City Council soon after appointed a special committee to consider the subject of said order. and also of another order of similar purport which had been served on the Commissioners of West Boston and Craigie’s bridges, making similar demands upon the cities of Boston and Cambridge in respect to those bridges; those two bridges being under the control of commissioners appointed by the two cities and supported and controlled by the two cities.

This committee, after consideration of the subject, on Aug. 19, 1889, made a report to the City Council, from which I will read one single paragraph; though I should ask that the whole report may be made a part of the appendix or one of the exhibits in the case. The committee say:—

“The Charles river is entirely within the State, and is navigable for only a short distance, and in winter navigation is obstructed by ice, oftentimes during the greater part of the season. There is no passenger traffic, and the park improvements upon the banks of the river on the Boston side have practically done away with the wharf facilities up to Cottage Farm bridge, and the proposed improvements upon the banks of the river on the Cambridge side will

tend to do away with wharf facilities on that side. The maritime interests of the river are diminishing in importance and value year by year; while, on the other hand, the various business interests making use of the bridges are constantly increasing in importance and value, and the demand is for better facilities for crossing the river by bridges rather than for its use as a navigable stream."

Their conclusion and recommendation was, "That His Honor the Mayor be requested to apply to the Secretary of War for a revocation of the orders requiring alterations in Charles-river bridges." This order was subsequently passed by the City Council, and on the eleventh day of October the Mayor, pursuant to said order, presented to the Secretary of War a petition, in behalf of the city, for the revocation of said orders, for the reasons therein briefly stated, among others: —

"1. That the alterations of said bridges indicated in said orders were unnecessary; that neither of said bridges constituted an obstruction to the free navigation of said river in the just sense or meaning of that term.

"2. That no just complaint or causes of complaint had been made to the city or its officers that the free navigation of said river had been obstructed by such bridges or by the operation of the draws.

"3. That the city of Boston had no notice that complaints had been made to the Secretary of War or other officers of the government of the United States of any neglect as to said bridges, or either of them, or that the said Secretary or any other officer of the United States had the subject contained in said orders under consideration, or in contemplation, until the orders were served upon the city.

"4. That neither of said orders contained any specifications of what should be done."

And the city asked for an opportunity to present evidence to the Secretary of War of the truth of these statements.

We had hoped that the Secretary of War, following the course in legal proceedings where an order or judgment has been rendered without notice to the respondent, would rescind the orders and place the city *in statu quo*. This course the honorable Secretary of War was not inclined to pursue, but has referred the questions between those who complained of said bridges, if any there are or were, and the city, to this honorable Board. Pursuant to your notice to us, we are here to present to you evidence in support of the reasons stated for the revocation of said orders.

I shall not detain you, Mr. Chairman and gentlemen, to discuss several interesting legal questions which may arise, perhaps, at another stage of the case. For instance, as to whether or not, or how far, Congress has power to interfere with vested rights in a bridge like the Charles-river bridge, erected under a charter granted before the power to "regulate commerce with foreign nations and among the several States" was granted to it, and several other questions similar to that; but it may aid us to ascertain, if we can, what the precise question before us is.

By Section 9 of the Acts of Congress of Aug. 11, 1888, the

power given to the Secretary of War in respect to the alteration of bridges arises when such bridges obstruct free navigation "by reason of insufficient height, width of span, or otherwise, or where there is difficulty in passing the draw-opening or the raft span of such bridge by rafts, steamboats, or other water craft." I have endeavored to quote the exact language.

In the said orders of the Secretary of War the only objections to the bridges stated with any specification are, "insufficient height above mean low-water, insufficient width of spans, narrow draw-openings." He adds to "narrow draw-openings" "and faulty construction." Whether "faulty construction" refers only to the "draw-openings or spans," or to the bridge itself, might not perhaps have been clear except from what follows. The order is "to so alter the bridges as to render navigation through or under them free, easy, and unobstructed." It does not contemplate the removal of any bridge.

I do not think that any person contemplates the raising of these bridges so as to allow vessels to go under them; and to raise them a few feet more or less would, in our opinion, involve their substantial reconstruction at an enormous expense, out of all proportion to any benefit which would accrue from such alteration. It comes down to a question, I think, of the construction and sufficiency of the draws, and efficiency of their management and operation.

There are across Charles river, from its mouth to its farthest point of navigation (nine miles) sixteen bridges; five of these bridges — two city and three railroad — are within the space of half a mile, and perhaps a third.

The Charles-river bridge, which is the most easterly or outward bridge, was chartered in 1785, and opened for travel in June, 1786. It is 50 feet wide and 675 feet in length.

The Warren bridge was opened for travel in 1828. It is 80 feet wide and 900 feet in length. This bridge was substantially rebuilt in 1883-84.

Craigie's or Canal bridge, to East Cambridge, was opened for travel in 1809. It is 64 feet wide and 1,200 feet in length.

The West Boston bridge, the bridge to Old Cambridge, was erected in 1793. It is 50 feet wide and 2,000 feet in length. Over each of these bridges are two tracks of the street railway.

The amount of travel and business carried on over said bridges is very large and constantly increasing. I shall have the honor of submitting to you some figures bearing on that question. These bridges are but the extensions of our streets; their absolute necessity nobody questions. They are indispensable to the growth of the city, and are the natural result of her prosperity.

All of said bridges were erected under charters granted therefor by the General Court of Massachusetts, and constructed pursuant to the requirements of law then in force; and all the alterations in each of said bridges down to the present time have been made pursuant to and in accordance with the laws of this Commonwealth.

The draws of each of said bridges are 36 feet in width, and

it has not been suggested that this width is not sufficient for any vessels likely to enter the waters of Charles-river basin. In fact, in the construction of the new Harvard bridge within the last year, a bridge costing \$500,000, that width only was required; and in an act passed by the Legislature within the last two years, requiring an increase of the width of the draws of several small bridges farther up the river, 36 feet was the maximum width required.

All these draws in the bridges owned by the city of Boston, and by Boston and Cambridge, are operated by efficient steam power; and they have provided and maintained at great expense capstans and other appliances, operated by steam, to facilitate the passage of vessels through them by day and night, and are ready to be opened at all times, and can be opened, I am informed, and we shall produce evidence which will show you, at any time upon four minutes' notice, and perhaps less. NAVIGATION THROUGH THESE BRIDGES IS ABSOLUTELY FREE, AND IS AS EASY AND UNOBSTRUCTED AS IT IS POSSIBLE TO MAKE IT. And if it has appeared that at any time vessels have laid outside of Charles-river or Warren bridge, waiting to go through, I am confident that it will be found, upon examination, that it was because they could not, at the time of such delay, go through other bridges between them and their destination. I am aware of the criticism, scientific and unscientific, which has been made against "the bridges," collectively, across the Charles river; but I believe, Mr. Chairman and gentlemen, that upon a discriminating examination it will be found that the said bridges, owned and controlled by the city of Boston and the city of Cambridge, have been unjustly condemned, not for any vices of their own, if I may use a common expression, but for being found in the company of others of, perhaps, not so good repute.

As to the meaning of "free navigation," I shall only call your attention to the definition given in the Supreme Court of the United States by Judge Field, in the case of the *Bridge Company v. United States*, 105 U. S., 496. He says: "By free navigation is not meant navigation entirely clear of obstruction." After speaking of the meaning of that term in European waters, he further says: "In this country the navigation of a river is allowed to be free when it is kept open for vessels clear of such physical obstructions as would retard their passage beyond what is required for the necessary transit over the stream. The delay attendant upon the necessary transit of persons and property is not deemed to be inconsistent with the free navigation of the river, in the legal sense of this term."

In another case, that of *Escanaba Company v. Chicago*, this same question arose. That case is reported in 107 U. S., 690. The Court say, "A drawbridge across a navigable water is not an obstruction."

This definition is important, for we see by it that the term "free navigation" is relative; that which might be an unreasonable delay or hindrance to navigation in one river or place would not be so in another; and this opens the way to the real and ulti-

mate question to be decided in this case, — what, on the whole, is for the best general good? And this question cannot be properly or justly answered or dealt with from the side of any one interest, or from any partial view; but a just consideration of all interests and the public welfare from all points of view can alone justly determine it.

The city of Boston cannot be limited to the three hills which comprised her original possession. These bridges, as I have said, are only the extensions of streets. They were indispensable to the growth of the city, and came naturally with her prosperity; others will follow.

If the citizens of Boston shall be convinced that the interests of the city, or of the State, or the commerce of the country requires any change in these bridges, her devotion to the public welfare is too well established to require it to be said that no mandatory order upon the city will be necessary to effect such change.

I shall desire, Mr. Chairman (I have not time to bring them together here), to put in as part of the record before the Board the statutes and ordinances bearing upon this question.

We have the assurance that the present honorable Secretary of War has, in his commendable appointment of your Board to hear all parties interested in this matter, the desire to obtain a knowledge of the exact situation and the facts in the case. In obtaining these we shall, I assure you, aid you to the extent of our power.

Mr. C. J. McINTIRE (City Solicitor of Cambridge). — I have the honor to appear for the city of Cambridge. I was not here when the proceedings began, and I do not know whether our petition, which we laid before the Secretary of War, and which I understand has been forwarded to your Board, has been read. Perhaps, as laying the foundation for our appearance, the petition better be read.

Mr. RICHARDSON. — Mr. McIntire asks me about the affidavits and other evidence which have been put in as the foundation for the original order. I spoke to the Board about them, and should like to see them as soon as they can be had, because I might desire to call some of the same parties.

The CHAIRMAN. — You refer to the formal complaints?

Mr. RICHARDSON. — Yes, sir.

The CHAIRMAN. — Those are the papers, I believe.

Mr. McINTIRE. — On the part of our city we proceed with some diffidence to-day, not having previously seen these affidavits. We understand that the order of the predecessor of the present Secretary of War was based upon these affidavits, and we were condemned without being heard. We would like an opportunity to read them in order to know what to meet.

The CHAIRMAN. — The matter of the previous action of the Secretary of War is not before this Board. The department acted upon a considerable amount of evidence. We are to investigate the whole subject and report upon it. We do not consider ourselves bound by the evidence upon which Secretary Endicott acted. Any evidence which comes before us we are to act upon. In other

words, we are not to try the action of the previous Secretary in any sense whatever.

Mr. McINTIRE. — Do this Board decide that these bridges are obstructions to navigation, or is it an open question whether they are so or not?

The CHAIRMAN. — It is an open question.

Mr. RICHARDSON. — That is what I understood yesterday. Now, Mr. Chairman, I should like to call upon Mayor Hart, of Boston, first.

Testimony of Hon. THOMAS N. HART.

Q. (By Mr. RICHARDSON.) I would like to ask you one or two questions, Mr. Hart, and then you can state generally your views on this subject. I will ask you whether, since you have been Mayor, or at any time since you have been connected with the City Government, any complaints have been made to you of any difficulty in passing the draws of the bridges owned and controlled by the city of Boston or Boston and Cambridge?

A. There never have.

Q. I wish you would state to the Board whether or not in your opinion the public interest requires either the raising of said bridges or an alteration for any benefit which might accrue to navigation in Charles river?

A. In answering that question, all I can say is, that we have never had a complaint made to us in relation to the bridges, to my knowledge, through any master of a vessel or through any owner of a vessel, and I know of no reason why we should go to work and alter them except the order of the Secretary of War that came to my predecessor, Mr. O'Brien; and so far as I know, no member of the City Government has ever had any notice of any obstruction or any trouble with the bridges. The amount of travel that goes over the bridges, as compared with what goes through, can hardly be computed. The figures will probably be laid before you, so that you will know exactly what they are. The difference between the amount of freight going over the bridges owned by the different railroads (not our bridges, but the railroad bridges) across Charles river, and the amount going by the river, can hardly be computed. As far as I know, our bridges have always been ready to be opened; and the fact that we have had no complaints would seem to be conclusive proof that that is so. If there had been any obstruction, in any sense, we should certainly have heard of it from some ship-owner, or some master of a vessel. As to the wharf property above the bridges, we have taken the wharf property between Craigie's and West Boston bridges for a park, and the wharves have entirely disappeared; so that from Craigie's bridge up to Cottage Farm bridge I believe there is not a single wharf of any kind to-day, or any property that is expected to be used as a wharf; and the interests of Boston are most assuredly in the crossing of the bridges, much more than going through them. And as to our harbor, we have had in the last ten years improvements on the southerly side of the har-

bor, in the vicinity of the New York & New England Railroad docks, that have made much more room for vessels to lie than formerly, and the whole trend seems to be in that direction rather than going up the river. We have a large water front on deep water in Charlestown and East Boston, which gives room enough for all the vessels that need wharf accommodations. The only requirement for vessels to go up the river is to carry the coal and lumber which go up above Charles-river bridge. That is about the general idea that I have.

Colonel GILLESPIE. — I would like to ask the Mayor who fixed the width of the draw-openings?

A. Well, sir, I cannot answer that question; but I believe an act of the Legislature.

Q. I mean, why that particular width was selected?

A. Well, I should have to say that the probability is that no vessels going up the river had draught enough to require more than 36 feet width of draw. They were not large vessels that went up the river; they were always small vessels.

Q. As a matter of fact I believe the first width fixed by the Legislature was 44 feet; then it was reduced subsequently; exactly why I do not know.

A. Our engineer, who is here, will probably be able to answer that question much better than I could.

Q. (By Mr. McINTIRE.) Do you know how much water front you have on the Boston side of Charles river from the mouth of the river to the extent of the city?

A. No.

Q. Almost the whole extent of navigation on this side of the river is in the city of Boston, is it not?

A. Yes, sir.

Q. That is, it takes in the city proper and Brighton?

A. It does. It takes in pretty nearly our whole front on that side.

Q. That is, almost the entire front?

A. Pretty nearly so. I should say that there must be pretty nearly seven miles of water front on Charles river on the Boston side.

Q. And what interest of navigation there is on the river, on your side, is wholly or nearly all in Boston?

A. Entirely. There is one coal wharf up at Cottage Farm bridge, but that will have to be removed on account of the widening of the street there. That street has already begun to be widened and we are at work completing it.

Q. In your opinion does the interest of Boston demand a change of those bridges or a widening of the draws?

A. Not in any sense.

Q. Are you familiar with the river?

A. Fairly so. I have been on it a great many times.

Q. How is it regarding the tides? In extreme high tides in spring, and in the fall of the tide, what is the condition of the bed of the river?

A. That is a question I cannot answer.

Q. You do not know how much is exposed?

A. No.

Q. Do you know anything about the channel?

A. No, I do not.

Testimony of Hon. HUGH O'BRIEN.

Q. (By Mr. RICHARDSON.) What years were you Mayor of Boston?

A. In 1885, '6, '7, and '8.

Q. You were Mayor, then, at the time that the order of Secretary Endicott was served upon the city?

A. I was Mayor when I received Secretary Endicott's order in relation to the widening and raising of the bridges. I immediately called upon Mr. Jackson, our City Engineer, and in consultation with him at that time I made up my mind that the order was very arbitrary and uncalled for, and immediately sent a communication to the City Council as a very important communication for them to consider. I can repeat with Mayor Hart, that during the four years that I was Mayor of the city of Boston no complaint was ever made to me in relation to the bridges; and I can add, further, that for many years, as an alderman of the city of Boston and on the committee on bridges, when that committee had exclusive charge of the bridges, I never knew of any complaint having been made, neither as alderman of the city of Boston, or as Mayor of the city of Boston for four years. In fact, I believe that if some of these bridges were closed to navigation the city of Boston would look upon it as a great favor to them, and I believe that the city of Cambridge would also consider it as such, and for this reason: On the line of the Charles-river front, about seven miles, as Mayor Hart has said, there is contemplated in the future — in fact, we have commenced the work now — the building of a stone wall and a park, and making the Boston side and the Cambridge side of Charles river the most beautiful spot in the city of Boston, and, perhaps, the most beautiful improvement of any city in the world. That section of territory on the Cambridge side and on the Boston side is doomed to that improvement. It will be the future residence of the wealth and, you might say, the aristocracy of Boston, and will be unfit for trade or other purposes. That is merely looking ahead not a great many years, and I really believe that it would be well, instead of widening the draws, etc., to close that part of Charles river to navigation. As one of the commissioners of the new Harvard bridge I reluctantly submitted to having a draw built in that bridge, because I considered it an unnecessary piece of work. The property there may be worth twenty-five or fifty cents a foot for wharf property, to land some coal cargoes or some lumber cargoes, but in the future all that property will be worth from five to ten dollars a foot for residential purposes. You cannot keep the growth of Boston from making that section of the city the great residential section of the wealth of Boston. I suppose it would be well for the gentlemen I am addressing to con-

sider the future of that section of country that they are now called upon to look into.

Q. Mr. O'Brien, I would like to ask you (I want to have it established beyond question, because I have stated it) whether or not the city had any notice of complaints against the bridges by parties interested in navigation, or whether the city had any notice that the subject of those orders of Secretary Endicott was contemplated, before the actual service upon the city?

A. The city, to my knowledge, never had any notice whatever, and I must say that it was a great surprise to me to receive that communication from Secretary Endicott, one of our New England men, who certainly ought to be well posted up in all the facts connected with the bridges, etc.

Q. (By Mr. McINTIRE.) I understand you, Mayor O'Brien, to say that the tendency for many years has been to obliterate the wharfage on both sides of Charles river?

A. I say so very positively. The tendency for years has been to obliterate wharfage and all that class of business on both sides of the Charles river. Of course there may be objections on the part of some two or three persons who may have a little wharf property there about being interfered with at present; but I believe those objections will be overcome, because it will be for their interest to do away with that property for wharf purposes, and put it into a more valuable position for residential purposes. We have already, as our Mayor has stated, built a part of this park, an embankment from Craigie's bridge to West Boston bridge, and it is a delightful spot in the summer time, and the entire seven miles on Charles river will be devoted to that purpose, and nothing can prevent it — I don't believe even the United States Government.

Q. You have lived in Boston a great many years, and are familiar with Charles river, — what part of that river was most subject to navigation, where the most vessels arrived and left?

A. Well, the part subject to navigation more particularly is in the neighborhood of Charlestown and the bridges in that locality.

Q. How far up Charles river was the greater part of navigation?

A. Well, I would rather the Bridge Commissioners would state the fact in relation to that; but I am impressed with the idea that above West Boston bridge there was scarcely any navigation.

Q. Then, if I understand you, the part which was most subject to navigation is now almost entirely wiped out on the Boston side?

A. Entirely wiped out — decidedly so.

Q. And the tendency on the Cambridge side is similar?

A. Is similar; yes.

Mayor HART. — There is one item that I would like to mention, and that is that the cost of the park system on the river there, has been \$600,000.

Testimony of Hon. FREDERICK W. LINCOLN.

Q. (By Mr. RICHARDSON.) You are one of the commissioners who have control and charge of West Boston and Craigie's bridges?

A. Yes, sir.

Q. Those bridges are controlled and managed by the cities of Boston and Cambridge jointly?

A. Yes; they share the expenses, — one-half each.

Q. Whether or not, Mr. Lincoln, any complaints have been made to you by parties interested in the navigation of the river of any difficulty in passing the bridges and getting through the draws?

A. I do not remember, in my experience of some seventeen or eighteen years, during which I have been on that commission or representing Boston, — I do not remember, either officially or unofficially, any complaint ever having been made to me or to the Commissioners.

Q. Mr. Lincoln, you were formerly Mayor of Boston for a good many years?

A. Yes, sir; seven years.

Q. In your opinion is there a necessity for rebuilding or raising the Charles-river bridges?

A. No, sir.

Q. What, in your opinion, is the tendency of navigation up the river as compared with the necessity of facilities for crossing the river by bridges?

A. I think that there is less navigation up the river in proportion than there used to be, and the increase of travel over the bridges has been very large.

Q. In your opinion does the general public interest require this alteration of the bridges?

A. No, sir, I don't think it does at present. I might spend some time upon this subject, but my views have been already so well expressed by the gentlemen who have preceded me that I do not think I should trouble the commission with any additional remarks.

Q. (By Mr. McINTIRE.) I would like to ask a single question. Where the park is already established on the Boston side, between the Canal bridge and the West Boston bridge, was formerly all occupied by wharves, was it not?

A. It was, between Craigie's bridge and West Boston bridge.

Q. Craigie's bridge is the Canal bridge; that is, it was incorporated under that name?

A. Yes, sir; that is called the Canal bridge.

Q. Between those two bridges the territory which is now the park was all occupied by wharves for business purposes?

A. Yes, sir; now it is occupied by this boulevard for the public, which is to be continued further up the river on the Boston side.

Testimony of WILLIAM J. MARVIN.

Q. (By Mr. RICHARDSON.) You are also one of the commissioners who have the control of the Craigie's and West Boston bridges?

A. Yes, sir.

Q. How long have you been upon that commission?

A. Seven years.

Q. Whether or not, Mr. Marvin, any complaints have been made to you by persons interested in the navigation of the river of any difficulties?

A. None whatever.

Q. What is your opinion as to the increase of the navigable interest that goes up and down the river compared with the increase of business over the river?

A. Well, I have made some figures in regard to that. We had an account taken on Oct. 2, 1889, of the passengers that went over the bridge carried by the West End Railway Company, and for twenty-four hours it was 46,570 passengers carried.

Q. Was that over both bridges?

A. Both bridges, — Craigie's and West Boston. On the same day we had the teams and foot-passengers going over West Boston bridge counted. The number of teams was 2,917; foot-passengers, 3,590. Over Craigie's bridge, — teams, 6,011; foot-passengers, 7,791.

Then we had also account of the number of draw-openings on West Boston bridge during that year, and the number of vessels passing through. The number of draw-openings was 2,043; vessels passed through, 3,226.

The tonnage of those vessels was: coal, 99,621 tons; stone, 10,999 tons; gravel, 1,675 tons; sand, 597 tons; paving-stones, 40,700 tons; brick, 37,500 tons; lime, 12,655 barrels; piles, 12,000 feet; lumber, 4,434,000 feet; wood, 1,977 cords; laths, 1,161,000; shingles, 2,406,000.

Now, on Craigie's bridge, or Canal bridge, so called, the number of draw-openings was 3,622; vessels passed through, 3,818. The amount of coal was 179,440 tons; stone, 73,335 tons; sand, 3,157 tons; gravel, 1,718 tons; street cleanings, 568 tons; spikes, 550 tons; gas-pipes, 475 tons; paving-stones, 138 tons; loam, 150 tons; sulphur, 150 tons; iron, 110 tons; lime, 27,134 barrels; cement, 1,450 barrels; kerosene oil, 1,800 barrels; lumber, 19,688,000 feet; brick, 2,160,000; piles, 36,810; wood, 4,118 cords.

The actual number of vessels that passed up through West Boston bridge containing cargoes was 551; which makes the number going up and coming down 1,102. There are a great many more vessels that are passing through Craigie's bridge going up into Cambridge than pass through the West Boston bridge. I think there were 300 openings there last year. Of course, those vessels do not pass up through the West Boston bridge.

Deducting the 1,102 from 3,226 leaves a balance of 2,124, which were either tugs towing the above vessels or scows and dredgers employed at the new Harvard bridge or the embankment wall on the extension of the new avenue. When the improvements are completed on the river front, the above average of 1,102 vessels will be passing through the draw, if no other wharf property is located on the banks of the Charles river. If the flats now unoccupied are ever used for business purposes, of course the number of vessels passing through the draws will be increased.

For our present traffic through bridges, our draws below Brookline bridge are of sufficient width to accommodate any and everything that passes through them. I have had no complaint made to me officially of any delay made to the safe passage of vessels through the draws of West Boston and Craigie's bridges. My opinion in regard to raising and widening the draws, is that it would be very unwise. There is no necessity for it, and the travel is so much greater over the draws than under them, that it would only be a question of time when they will all have to be closed.

Q. (By Mayor O'BRIEN.) The city of Boston and the city of Cambridge have been building Harvard bridge, and you report a large amount of stone, lumber, and material transported through the bridges; was not a large portion of that stone, lumber, and material used in building that new bridge?

A. Yes.

Q. And of course a larger number of vessels are passing through the draws now than will be necessitated in the future?

A. I so stated, I think, that most of those were tugs. Now, in regard to the widening of those draws, I don't think there is any necessity whatever for doing it. Those parties who control the tugs are building an immense number of those barges or scows,—great, unwieldy things,—and they are going up the river. We had one accident occur at Craigie's bridge through their carelessness. They are building them over forty feet wide,—great square boxes, which nobody can control. I don't think it is just right to widen the draws to accommodate those men. Of course, they are making more money by building them, because the larger cargoes they can carry the more money they will make; but for any ordinary purposes the widening of the draws will not be needed for years.

Q. (By Mr. RICHARDSON.) I believe the Boston & Albany Railroad have a branch from their main line through Cambridge to deep water at the Grand Junction Wharf in East Boston?

A. Yes, sir.

Q. Have not some parties who had wharf privileges and used wharves on Charles river abandoned them for the railroad?

A. Yes, sir; Mr. Gale, the lumber-dealer. He thinks it is much more convenient and a great saving in cost. In fact, I am buying my lumber for the bridges for a dollar less a thousand than I can buy it of the people on the wharves, and have been for the last year, because they have better facilities for bringing it in.

Q. That is, since the construction of that railroad around through there, people can get their lumber at least a dollar cheaper per thousand than they can by vessels?

A. Yes, and the wharf property on the river above there is not very valuable. I think they could dispense with it very well, so that it might be good policy on the part of Boston and Cambridge to buy them off and close the draws; there is no necessity for them at all. On the Boston side, I think there are only four wharves, and on the Cambridge side not more than three, and their business has not increased very much; and in Mr. Gale's case I think it has been a very great benefit to him; in fact, he told me that his business had increased more than double since he

had taken railroad transportation. To illustrate it, I will say that I had occasion to get a cargo of lumber for one of the bridges ; I gave the order, and in two weeks it was brought by the railroad ; whereas by a vessel I should have had to wait six weeks. In winter time you cannot make any calculations.

Q. Why can you not make any calculations in winter?

A. The ice prevents them from getting up the river.

Q. Is navigation interrupted in winter by ice?

A. Very much so.

Q. To what extent?

A. Some years more than others. Last winter the river was open almost all winter, and it has been so thus far this winter. Sometimes it will be closed for two months entirely.

Q. Are there any passenger vessels that go up and down the river?

A. None whatever.

Q. In getting the number of vessels reported by the tenders do they count the passage of a tug both ways?

A. I made a different calculation ; I supposed it would be the better way of doing it.

Q. If a tug takes a tow up the river, and comes back without one, and then goes up again with a different vessel, and back, I suppose it is recorded as six openings, or six vessels passing the bridge?

A. They almost invariably do that, without there is a light vessel up there ; then they bring it down with them. But in nine cases out of ten they come down alone, and we have to open the draw for them. When Mr. Burnham was located there he had a great many steamers loaded with coal. Since he has moved away from there there are none of this class of vessels arriving there at all. I think he had there from twenty to thirty vessels in the course of a season, maybe more. That is all done away with. And as Mayor O'Brien stated in regard to the new park, we had a great number of wharves along there where a great many vessels arrived during the summer. That is all done away with, and so it will be as far up the river on both sides. As the park is continued up there it will drive out these men, so that it is only a question of time, and may not be more than ten years before they are all gone. But as regards the widening of the draws, I don't know but that the United States Government understand it, but I don't think they do, in the matter of entailing a large expense upon the two cities unnecessarily. Our population in Cambridge is almost seventy thousand. The number of teams and foot-passengers that pass over the bridge is astonishing. We sometimes run the draw off in three minutes, and both ends of the bridge are filled with teams ; it is almost impossible to get along, just in three minutes' time. You can see what delay there is in such a case. All those people are going to their business, going to the railroads, and are delayed in that way. I think if our population increases as fast in the next ten years as it has in the last we shall have a population of about one hundred thousand, and then there are Watertown, Somerville, and all those towns coming through Cambridge.

It is like a tunnel. They come from every direction, and then come to this tunnel, and go right through. Our bridges are wide enough, but we ought to have a new bridge over the Mystic.

Q. (By Mr. McINTIRE.) Is there any vacant wharf property on the Cambridge side?

A. Yes, sir; there are two or three. They cannot let them at any price. There is no demand for that kind of property. It is a drug in the market.

Q. You say there is no demand for wharf property?

A. None whatever.

Q. What is the value of wharf property now compared with what it was fifteen or twenty years ago?

A. I think it has depreciated one-half. I have been one of the assessors, and I speak from experience. I am also Harbor Master, so I know about vessels going up there.

Q. What draught vessels can go above West Boston bridge?

A. Ten or twelve feet.

Q. Is the river navigable at all times?

A. No; not all times. The river is filling up very fast with sewage matter. At East Cambridge we have to dredge it out every year, and after they remove the deposits it fills up again in a little while. I think there is a bar there. Even up above West Boston bridge it is very difficult to get up, so I think the Harbor Commissioners will have to dredge the whole channel, at great expense.

Q. The river has a channel which is much deeper than the other part of the river?

A. Yes, there is one channel which they have to go up.

Q. Is the river navigable out of the channel by vessels which can go through the draw?

A. No, sir; it is not.

Q. They have to follow the channel?

A. Yes, sir, and very often they get aground then, if they are not very careful in going up. They have to have pilots to take them up the river.

Q. You say vessels drawing about 10 or 12 feet of water can go up above West Boston bridge?

A. Yes.

Q. How is it as to Craigie's bridge?

A. It is probably a little deeper, 15 or 16 feet.

Q. How deep is the channel?

A. Well, I don't know. We can hardly find the channel; it is all filled up there. We have a great many sewers emptying into the river from Cambridge. It is filling up very fast.

Q. Suppose the West Boston bridge draw should be widened to 40 feet, could vessels 40 feet wide navigate the river?

A. No, sir, I don't think they could. I think we have got width enough there now. Those very large vessels don't care to go up there now; in fact, most of the coal is brought up by barges.

Q. Now I want to ask you, from your knowledge of the river as Harbor Master and commissioner, whether you think that much

larger vessels could navigate the river than can pass through the draw now?

A. No, I don't think they could.

Testimony of JAMES H. NUGENT.

Q. (By Mr. RICHARDSON.) What is your business?

A. Superintendent of Bridges.

Q. Do you have the superintendence of Charles-river and Warren bridges?

A. Yes, sir.

Q. For how long a period back?

A. For about eleven months.

Q. The last eleven months?

A. Yes, sir.

Q. Have any complaints been made to you of difficulty in vessels passing through those bridges?

A. No, sir.

Q. Is there, in point of fact, any difficulty in vessels, at any and all times, passing those bridges?

A. No, sir; they are open for navigation at all times, day and night.

Q. How are the draws of all the bridges operated or moved?

A. By steam.

Q. When is that steam on?

A. All times, night and day.

Q. What provision is made for tending those draws?

A. We have a night gang and a day gang.

Q. Three men at night and three in the day?

A. Yes, sir.

Q. At each bridge?

A. Yes, sir.

Q. How long does it require to open the draw of the Charles-river bridge, for instance?

A. On an average about four minutes.

Q. And the Warren bridge?

A. The same.

Q. Whether or not it sometimes happens that vessels lie outside of Warren bridge waiting to go through Warren bridge, when the difficulty is not with the Warren bridge, but with the bridges beyond?

A. Yes, sir.

Q. Will you explain to the Board the situation?

A. They have to lie there on account of the time. In going through the railroad bridges they have to gauge it by the timetable of the railroad; so, therefore, the vessels lie in between the Charles and Warren bridges until they make an opening beyond, because they cannot put many vessels beyond Warren bridge; the space isn't large enough.

Q. So that it might appear to persons that they were waiting to get through Warren bridge, while, in fact, the real cause of their detention, or delay, was their inability to get through the bridges

beyond, and it was not expedient or safe to go through Warren bridge until a way was opened to go through the bridges beyond?

A. Yes. You cannot place more than one vessel at a time between Warren bridge and the railroad bridge.

Q. But there is no instance, as far as you know, where a vessel could not go through Warren bridge if it wanted to at any time?

A. No, sir; they could go at any time if the other bridges were clear so that they could go ahead.

Q. What other provisions have you made there to facilitate the passage of vessels through the draws of the bridges?

A. Well, we have a steam-winch there for helping vessels through both bridges. We have all the facilities there for taking them as fast as they can be carried through.

Q. So far as you know are there any vessels come there demanding to go through of greater width than 36 feet.

A. I have never known of it.

Q. Are the draws of those bridges 36 feet wide?

A. Yes, sir. Charles-river bridge is 36 feet and 1 inch wide, and Warren bridge is 36 feet 3 inches wide.

Q. Do you know the width of the draws of the bridges beyond?

A. No, sir; I don't.

Q. In the enumeration or count of the number of vessels that pass the bridges, do you know how the draw-tenders report them?

A. They report them monthly at the office.

Q. Yes, but do you know how they count? For instance, if a tug has a tow, do they count it as one or two?

A. I think they count it as two.

Q. And if a tug goes through with no tow, but is simply returning from taking up a vessel, that is counted as one?

A. That is counted as one; yes, sir.

Q. You are at these bridges constantly, I believe?

A. Most every day.

Q. Some of your draw-tenders are here?

A. Yes, sir; the draw-tenders of both the Charles and the Warren are here. They can give you any information you want. One has been twenty years on the draw, and the other seven or eight.

Q. What can you say as to the travel over those two bridges?

A. I have not had a count taken.

Q. In a general way, is there a very large increase, or otherwise?

A. It is very large and increasing right along. A great deal of travel goes over both bridges.

Q. Whether or not when you open either of those bridges for the passage of any vessel it detains a large amount of travel for the time being?

A. Yes, sir; a tremendous lot at certain hours of the day.

Q. Have you had any observation before you were appointed superintendent of the time or period that the Charles-river basin is frozen over?

A. Nothing more than I know in winter time. In severe

winters it is closed for a couple of months, probably ; no navigation through there ; that is, beyond West Boston bridge.

Q. Is it not also closed above Craigie's bridge?

A. I couldn't say so much about that ; I haven't looked into that more than I have to the upper bridges.

Q. (By Mr. McINTIRE.) Do vessels go up at all tides through the bridges?

A. Well, generally on the high tide. Through the Charles river and Warren they can go at all times.

Q. And the upper bridges?

A. By the tide.

Q. How high must the tide be in order to admit a vessel of the full capacity of the draw?

A. High tide.

Q. Could a vessel go up the river except at high tide were it not for the bridges, do you think?

A. No, sir.

Q. (By Col. GILLESPIE.) Do you know of any detentions whatever at the Charles-river bridge?

A. No, sir.

Q. Not at any time during your service?

A. No, sir.

Q. Can a vessel go through the draw at low tide?

A. Yes, sir.

Q. (By the CHAIRMAN.) Can you tell me how high the water comes with reference to the horizontal beams of the bridge?

A. Yes, sir, I think I can. On the Charles-river bridge it is 18 inches at high tide from the bottom of the draw to the water.

Q. How is it about other portions of the bridge besides the draw?

A. I can't say about that, sir. I think it is about the same. I won't say for certain.

Q. What high tide do you refer to there, extreme high tide or what?

A. Such as we had yesterday and to-day.

Q. I don't know what it was yesterday or to-day. You have here, of course, average high tide, and you have spring tides. I mean, do you refer to the highest spring tides?

A. It is the average tide, — about 18 inches.

Q. What is the difference between your spring tides and your average tide?

A. That I couldn't tell. It is a little different on Warren bridge.

Q. (By Mr. O'BRIEN.) Mr. Nugent, are there not times when a much larger number of vessels want to go through the draws than at others.

A. Oh, yes, sir.

Q. That is owing more to the peculiarities of Boston Harbor than to the peculiarities of our bridges, is it not?

A. Yes, sir.

Q. That is, sometimes for over a week stress of weather will keep a very large number of vessels in the bay, and in 24 hours they make their appearance in the harbor, and there may possibly be a little detention on that account ; not in consequence of any

deficiency in the width of the draws of the bridges, but in consequence of the large number of vessels that have been detained by stress of weather in our harbor?

The CHAIRMAN. — I understood him to say there was no detention at all.

The WITNESS. — At Charles-river bridge.

Mr. O'BRIEN. — Even if there was any detention it might be owing to the fact that occasionally for an entire week scarcely a vessel comes up the harbor, — they are all detained in the bay; and as soon as they have a fair wind they come up here with a rush.

Mr. MARVIN. I would like to make a statement in regard to the draws. I find that on the plan which the engineers have here they have only one opening in the West Boston bridge. We have two, one 35 feet and 8 inches, and the other 36 feet; and at Craigie's bridge, one opening, 36 feet. I will further state in regard to that, that I can verify Mayor O'Brien's statement. We have at times for a week no vessels passing through, and then when a fair wind comes there will be an arrival of 100 or 150 vessels, mostly coal vessels. At such times there will be a rush to get through there, and for two or three days there will be some delay; but if you had the draw widened there would be just that same delay.

Testimony of MATTHEW WELCH.

Q. (By Mr. RICHARDSON.) What is your business?

A. Draw-tender at Warren bridge.

Q. How long have you been there?

A. Going on seven years.

Q. The draw of Warren bridge is operated by steam power?

A. Yes, sir.

Q. Do vessels have any difficulty in getting through that draw of Warren bridge?

A. No, sir.

Q. Are there any delays?

A. Not through the fault of the bridge there are no delays, sir. There is no place for the vessels to lie only there. When the railroad don't take off the draw to let them go through, they have to lie below Warren bridge. There is only room in between for one vessel; that is, any vessel of any size, say drawing from 12 to 20 feet of water. On the ebb tide she couldn't haul off out of the channel to let anything down; she would have to come back again down through the bridge.

Q. At what times or hours can the draws be opened on Warren bridge?

A. At all times, night and day.

Q. Week-days and Sundays?

A. Yes, sir; all times, day and night.

Q. Are there persons there in attendance at all times?

A. Yes, sir.

Q. You have three gangs?

A. Two gangs; a day gang and a night gang.

Q. Do you practically live in the house on the wharf,—sleep there?

A. During our working hours we stay there.

Q. How long does it take to open the draw of Warren bridge?

A. Do you mean to pull the draw off after the gates are closed?

Q. Yes.

A. Twenty or thirty seconds.

Q. How long would it be before a vessel could go through the draw after she had given notice of her desire to do so?

A. Three or four minutes; probably three minutes. Sometimes we see a vessel coming and we have the draw off by the time she gets there.

Q. What facilities have you there for aiding vessels through?

A. A steam capstan.

Q. Is it used much?

A. Well, pretty much all the time, without there is a strong, fair wind, and then there is no need of using it.

Q. Can vessels go through all the bridges against the tide without a tug?

A. No, sir.

Q. Have there been any complaints made, so far as you know, of delays or detentions caused by the inability or the inefficiency of the draw-tenders or persons there, or the slowness with which the draws were operated?

A. No, sir, no more than I have had captains who wanted to know why they couldn't go through; but after I explained to them about the railroads, that they couldn't get any further on that tide, then they would be satisfied. That would end it.

Q. In such cases what was your explanation?

A. Why, if they went in there they would have to come back again. They could go up to the railroads and find out for themselves if they wanted to.

Q. What is the distance between Warren bridge and the Fitchburg Railroad bridge, which is the next bridge?

A. It is 200 feet, I think. One cause of detention there is on account of the vicinity of the Fitchburg Railroad. There is only about 14 or 15 feet of water there, and if there are eight or ten vessels lying at the Warren to go through, the largest vessel, probably drawing 20 feet of water, would be the first to go through. She would have to wait until the tide would be high enough to let her pass through the Fitchburg bridge. That would cause the detention of the others that probably would be drawing only 12 or 15 feet of water.

Q. But that detention would not be caused by the city bridges?

A. No, sir.

Q. Have there been any detentions of vessels at Warren bridge by the fault of the bridge or of the draw during the time you have been there? If so, I wish you would tell the Board.

A. No, sir.

Mr. LINCOLN. — If I may make a single remark here. One of the Commissioners, I noticed, asked by what authority the width of 36 feet was determined. The answer was, "By the Legisla-

ture." That is correct. But the Legislative Committee on Harbors always consult the Harbor Commissioners. The Harbor Commissioners are appointed by the State, having also an advisory Board appointed by the United States in Boston. I happened to be one of the Harbor Commissioners at the time when these matters were discussed, and we had the advice of the United States authorities in this matter. There were some two or three gentlemen who were connected directly with the Board or as advisory counsel. For instance, Rear-Admiral Davis, who is an expert in all matters connected with science, with water, and navigation. One of the most valuable papers on Boston Harbor is one in the American Academy of Arts and Sciences, written by him many years ago, and it is quoted by authorities all over the world. Admiral Davis used to be with us to advise. The late General Foster was with us. Professor Whiting, General Graham, and two or three others used to meet with us, and we used to communicate with them in regard to these matters of our harbor, and they, in a measure, advised us in regard to what would be the proper width of those draws, and therefore it was determined so. After we had made that determination, we made a recommendation to the Legislative Committee, and it went through the House.

The CHAIRMAN. — What I specially wanted to know was, why the width that was first established by the Legislature at 44 feet was reduced to 36 feet?

Mr. LINCOLN. — I recollect that we had a discussion in regard to that matter. The particular reason why the change was made I have forgotten; but I recollect I went to Chicago and examined the draws there, and found that that was about the width.

The CHAIRMAN. — The Chicago draws are over 50 feet, you know.

Mr. LINCOLN. — Those bridges have been built since that time. That must have been fifteen or twenty years ago, I should think.

Mr. O'BRIEN. — Bringing the matter down to a later date, I would say that the commissioners who built the new Harvard bridge to Cambridge, not yet completed, after they were appointed their first business was with their engineer to consult the Harbor Commissioners. They revised our plans, the width of the draw, and all matters in relation to the bridge, and it was under their direction, the direction of their engineer, and the direction of our engineer that the width of the draws and all the arrangements in relation to the new bridge were made. I might say, further, that we had a remonstrance against the Harvard bridge. A great many of our young men are engaged in athletic sports; they like rowing on the Charles river, and all that section of the river that you are now contemplating will be included in the future by our athletes in rowing. They thought that the new Harvard bridge was too low for them at all stages of the tide to engage in athletic sports. The first business of the Commissioners, the first thing they did in relation to the new Harvard bridge, was to raise it four feet, in order to accommodate the only parties who raised any objections to it, and they were our athletes.

Testimony of HARRY A. BOLAN.

Q. (By Mr. RICHARDSON.) What is your business?

A. Draw-tender on Charles-river bridge.

Q. How long have you been there?

A. I have been connected with the bridge twenty years.

Q. What is the power which moves the draw?

A. The draw is moved by steam. We have also a steam-winch which is moved by the same power.

Q. How long does it take you to open that draw?

A. From the time of closing the gates to opening the gates again it averages about four minutes; not over that.

Q. At what times of day is it opened?

A.. At all times in the twenty-four hours.

Q. Is there any difficulty in vessels getting through there at any time?

A. Not at all; not concerning the Charles-river bridge. They sometimes have to wait for space above, but never on account of Charles-river bridge.

Q. (By the CHAIRMAN.) Is there a deficiency of space between that and Warren bridge?

A. There is only space between Charles-river bridge and Warren bridge to accommodate about seven to nine vessels, according to their size.

Q. (By Mr. RICHARDSON.) Whether or not it is a fact that vessels sometimes will not go through one bridge until they can see their way clear through?

A. No, sir; that has not been the case there.

Q. The railroad bridges and all?

A. No, sir; it has not been the case there. They strive to get through just as fast as they can.

Q. They go through Charles-river bridge, and lie between that and the Warren?

A. Yes, sir; the next bridge.

Q. Have there been any complaints by masters of vessels, owners of wharves, or people interested in the navigation of Charles river, as far as you know, about any difficulties in getting through the bridge?

A. There have been none whatever concerning Charles-river bridge.

Q. How deep is the water there?

A. Twenty-three feet at low water. We have never had occasion to use that much with any vessel that goes through.

Q. (By the CHAIRMAN.) Is there ever any detention to vessels down below this bridge simply on account of the tide acting against their passage through the draw?

A. We generally let vessels through with the tide, except those having a tow-boat, and then anyway, with the tide when there is room above for them. But, as I say, when those seven to nine vessels are between the two bridges, and there is no opening of the railroad bridge for them to pass beyond, we cannot let them

through our bridge. But that is not our fault; it is the fault of the space beyond.

Q. (By Mr. McINTIRE.) How are the draws moved in the railroad bridges?

A. By hand power.

Q. All of them?

A. On Charles river.

Q. All the Charles-river railroad bridges are moved by hand power?

A. Moved by hand power, yes, sir.

Q. All the city bridges are moved by steam?

A. All moved by steam up to West Boston bridge.

Q. Up to and including West Boston bridge?

A. Yes, sir.

Q. And there are appliances on each of the city bridges to expedite the passage of vessels through by the aid of steam, even if there is no tug?

A. Yes, sir, we aid vessels a great deal. That is to say, vessels go through the draw quicker than they would without the bridge being there, because we have long piers to land at and send them along with the tide. If the wind is against them they have very hard work to get along without tow-boats. We aid them by our steam, and they pass from one bridge to the other, saving tow-age and being a great advantage to them.

Testimony of WILLIAM F. HUMPHREY.

Mr. Chairman, — As my time to-day is somewhat engaged, I should like to say what I have to say now, if you have no objection.

The CHAIRMAN. — We shall be very happy to hear what you have to say.

Mr. HUMPHREY. — Perhaps I had better state that the Boston Tow-Boat Company has now become quite a large company. It has \$1,000,000 of capital that is all invested in navigation with the exception of about \$100,000 in real estate. They have between 65 and 70 vessels. Of course this matter of the navigation of Charles river is rather important to us. I would say that we are willing, — at least, we are part of it, I speak for the navigation interest generally, — we are willing to admit that the bridges of the city of Boston and the city of Cambridge do not obstruct navigation very much. The draw-tenders are very courteous; they open their draws quickly and let us through in both ways and on the other side in both ways. That has been my experience. But the fact still remains that the bridges themselves are an obstruction to navigation. It has been stated that some of the bridges are 36 feet wide and some 35; but the 36-foot bridge is above the 35; consequently, it might as well be 35 as 36. We cannot go through the first bridge with a vessel 36 feet wide. The Charles-river bridge, if that is the first bridge, is only 35 feet.

Q. (By Mr. RICHARDSON.) You mean the first railroad bridge?

A. No, the first bridge belonging to the city of Boston is only 35 feet and 1 inch, or something of that sort. The next one is

36 feet. That is a matter of no importance, possibly; it is the railroad bridges that impede navigation. There is no use in getting through these bridges if we cannot get through the railroad bridges. Only a certain number of vessels can go through the city bridges before the basin is filled between them and the railroad bridges. It is the railroad bridges that we have to contend with; it is the railroad bridges that keep us out. Now, it has been stated that there has been no fault found with the bridges. That is not so; but I don't suppose it is known to the parties who have made the statement. We have a case now against the cities of Boston and Cambridge for the obstruction of one of our lighters going through the Boylston-street bridge.

Mr. McINTIRE. — That is above all these bridges, gentlemen. It is really the end of the navigation of Charles river.

The CHAIRMAN. — Our inquiry is limited to these four bridges.

The WITNESS. — Very well. That is all right. How with regard to closing the draws altogether. The Boston Tow-Boat Company would not complain at all if you closed the draws altogether. You can close them with only 12 feet between high-water mark and the under-stringers of your bridge. Give us 12 feet of space there and we shall be content. We are not sending our vessels up Charles river; we find it cheaper to discharge them below into lighters and other craft that we build for the purpose of going up the river, and we shall continue to do that.

Q. (By Mr. MARVIN.) You mean 12 feet at high water?

A. At high water. We should like to have 12 feet at high water. That is to say, we could then make the passage unobstructed, without having to wait for tides or anything. We could enter it as if there were no bridges.

Q. (By the CHAIRMAN.) How much is there now?

A. I don't think there is more than 4 feet.

Q. (By Mr. McINTIRE.) How much have we got at Cambridge bridge?

A. 4.14 feet at mean high-water.

Q. (By the CHAIRMAN.) You have no doubt that the navigation of Charles river will be done in that way? That is, cargoes will be transhipped?

A. Yes, sir.

Q. If the bridges were raised you would have no difficulty in going up there, if there were no obstructions or delays incident to the draws, by transhipping your cargoes and dropping your smoke-stacks?

A. Yes, sir; we should arrange our boats so that we could go up and accommodate ourselves to that. They only draw from 8 to 10 feet; 10 feet is the utmost. A tug would draw about 5 or 6 feet.

Q. (By Mr. RICHARDSON.) Do you think it would be practicable, or hardly possible, to raise all the bridges across Charles river? Of course, if you could not raise all the bridges, railroad bridges and all, there would be no use in raising one?

A. No, of course not.

Q. Now, do you think it is practicable or possible to raise the railroad bridges 10 or 12 feet?

A. I don't see why it is not. My impression is that if those railroads will come into the city on a level, as they go into other cities, as they go into Philadelphia, I do not see why it cannot be done.

Q. You would have to carry the grade of the bridge up to Beacon Hill, wouldn't you?

A. To get 12 feet? Why, you could raise those bridges 12 feet and it would hardly be perceptible. It would not be a very steep grade from one end to the other.

Q. Would you say that a rise of 12 feet would not be a pretty steep grade?

A. In 2,000 feet it would be only 6 feet in 1,000. Twelve feet is not very high to carry a bridge. As I say, you all know there are railroads going into cities away up above the streets. I don't consider that 12 feet would be a very hard grade. It would amount, possibly, to building new bridges. The fact of going up 12 feet would hardly be a serious objection, I think. Of course I don't know; I am not an engineer. Twelve feet is not very high. It is only up as high as the sides of this room.

Q. Well, as a matter of fact, in regard to detentions, I understood it to be your statement to the Board that the detentions are not caused by any want of care or fidelity on the part of the draw-tenders of the city bridges?

A. No, sir, except that the draws are not wide enough. We are carrying a great deal of coal. For instance, we carried through one of the bridges to a wharf this year about 90,000 tons of coal. Now, we have had to pick out our vessels so that we could go through that bridge, which is only 35 feet in width. It has been a great source of trouble and annoyance. We would have liked many times to send our steamer, which is 40 feet wide, up to that wharf. Now, it has been stated here that no vessels have ever appeared there that did not get through the draw. Of course we are all expected to know our business, and we do not send a vessel 40 feet wide to go through a draw 35 feet wide. Now, this draw that is away up the river is put down as 32 feet wide. We send a vessel up there and we find that there is a pier running out at an angle with the draw, so that our vessel, which is 100 feet long and 28 feet wide, probably cannot get through that draw because it has to turn a corner right in the draw. Now, if we could have the bridges raised, then we would not have anything more to say; but if the bridges are to retain their present elevation we want the draws widened.

Q. (By the CHAIRMAN.) Widened how much?

A. We would like to have them at least 40 feet up to the Fitchburg Railroad, where we are carrying a good deal of coal.

Q. (By Mr. RICHARDSON.) Most of the detention comes, I take it, and perhaps the whole, from the railroads, because you cannot get through their draws?

A. As I say, we can get through the draws of the city bridges without being delayed, because my experience is that they open

the draws as soon as a vessel appears. They are very kind and courteous about it. Forty feet is the width of our widest barge, but probably 37 or 38 feet would be the largest barge we should send up there. We send up to the Fitchburg barges 32 to 33 feet wide.

Q. (By the CHAIRMAN.) You think, then, if I understand it, that a clear opening of 40 feet would meet all the requirements of commerce?

A. Yes, sir.

Q. (By Colonel MANSFIELD.) Would you be satisfied with that? Wouldn't you want to make it 45 feet after you had got it 40?

A. Very likely, because the width of vessels is increasing all the time. Twenty years ago vessels 40 feet wide were very uncommon; they are building them very much larger now. There is one schooner 52 feet wide. It seems to me that these bridges over Charles river ought to be arranged so that navigation will not be obstructed or delayed and everything will go right on.

Q. (By Mr. O'BRIEN.) Did you ever make any estimate of the cost of raising the bridges?

A. No, sir, but I think it would be an economical thing for the city to do.

Q. Would it be an economical thing if it cost \$10,000,000?

A. Do you think it would cost as much as that?

Mr. O'BRIEN. — The engineer of the city says that to raise our bridges to that extent would cost at least \$5,000,000, and then you have got to raise the railroad bridges, which would cost another \$10,000,000, besides the expense of building new stations, regrading streets, and everything of that kind.

The WITNESS. — I think he has jumped at that. Probably he has not made any close calculation. Now, don't you think, Mayor O'Brien, that all these railroads at the North End will come over one high bridge in the future? Don't you think that has got to come?

Mr. O'BRIEN. — No; I think that, perhaps, in the long future, some arrangement of that kind may possibly be instituted; but for the present I believe that the radical change that ought to be brought about is the closing of nearly all those bridges. I would not interfere with business or anything of that kind, but the demands of commerce and the demands of business are so small compared with other demands that the other demands will be of such large proportions that all this business will have to give way to a new state of things. Putting all those bridges, railroad and city bridges, on an elevation that would accommodate the public, looks forward to an enormous expenditure of money. I doubt whether the whole work, completed, could be done for less than \$20,000,000. Of course your tug business would not ask such an expenditure as that.

The WITNESS. — I do not pretend to know how much it would cost to do that work, but this I will venture to say: if you will add together the expense of running all those draws, with the steam power and all, you will see that it will pay the interest on

that sum of money. I may be far out. As I say, I do not know about those things.

The CHAIRMAN. — I do not exactly get your point.

The WITNESS. — I say, if those bridges were raised 12 feet, the expense of draw-tenders, engines, steam, and all that sort of business would pay the interest on the large amount which Mayor O'Brien says will be required.

Q. (By Mr. McINTIRE) How wide are those barges bringing that freight from New York?

A. The widest that we have is 40 feet. There is one that comes here that is 52 feet wide. If we can have those bridges raised so that we can go up and down without any obstruction with those barges that we discharge our large vessels into, that would suit our purpose.

Q. (By Mr. O'BRIEN.) In relation to Charles-river bridge, you made the statement, as I understand it, that that bridge is only 35 feet wide. Here is our engineer, whom I look upon as the best authority on the subject, and he says that bridge is 36 feet wide.

The WITNESS (to Mr. Jackson, City Engineer.) — Are you sure?

Mr. JACKSON. — That is what the tape shows.

Mr. RICHARDSON. — There is no doubt about that. It has been measured by a dozen people in the room.

Mr. O'BRIEN. — I think that fact should not be misunderstood.

The WITNESS. — I have measured that draw within a year, and I declare I am awful sure that it was only 35 feet wide.

Q. (By Mr. RICHARDSON). Did you measure the draws of the railroad bridges?

A. No, sir, I have not. We had occasion to measure that draw.

Q. Do you know whether or not the draws of the railroad bridges are as wide as those of the city bridges?

A. No, I don't know. I only know this, — at least, I thought I knew it; I won't declare it now, but I am going to find out, that the city of Boston has draws above the first draw which are wider than that draw. As I understand it, it was intended that that draw should be 40 feet wide; but in the construction of the bridge they made some blunder, some mistake, and the draw is now 35 feet wide, or 36, as it is said here. It has come together, or something has happened to it, so that it is only 35 feet wide. We are always careful about sending vessels up there over 35 feet wide.

Q. (By Mr. MARVIN). Did you take out the fenders?

A. We don't take out our fenders, but if the draw has fenders in it, we count them out.

Q. (By the CHAIRMAN). How does your business compare this year with what it was last year?

A. Our business is increasing up there.

Q. How far? Above what bridges?

A. We go away up, through 14 bridges, — away up beyond the

colleges. We have delivered some 50,000 tons of coal beyond the colleges.

Q. What per cent. of increase did you have last year over the year before?

A. We have only gone into this business within the last year. That would not give you any light on the subject except how the business has changed. It used to go up in small vessels which could go up through. We brought one cargo of 3,000 tons, which was all transshipped to small craft.

Q. Is it cheaper for you to ship in small or large vessels?

A. Of course we had to deliver that coal just as cheap as the man ever got it, or else we should not have had the business.

Q. What is the relative expense of large and small vessels?

A. He pays so much for his coal delivered on his wharf. He don't care whether we carry it on large or small vessels.

Q. How is it with reference to yourself? Would you prefer to carry it on small or large vessels?

A. The fact is that we brought that coal in a vessel carrying 3,000 tons.

Q. (By Mr. RICHARDSON.) Speaking of the expense of raising these bridges, have you ever made any estimate to see whether it would not be cheaper for the city of Boston and the railroads there to take all the freight that goes up the river from a wharf in Charlestown or East Boston and deliver it to your customers free of charge, than it is to keep these draws open? Have you ever gone into a comparison of those items?

A. No, sir; nothing of that sort. I know it is a large item of expense to them. I have no doubt of it.

Q. Well, at a rough guess, don't you think it would be cheaper for the city of Boston to transport free of expense every ton of material that goes up the river and deliver it at the customers' doors than it is now to provide draws in the bridges and keep them open?

A. Well, I could take those figures which the gentleman (Mr. Marvin) gave, and tell you. It is very easy to calculate it.

Q. What is the additional freight upon coal taken up through all the bridges.

A. Those people above the bridges have been accustomed to pay 3 cents per ton per bridge.

Q. Is that more than it would cost to take it by railroad?

A. No; I think the railroad charges more than that. I think they charge from Brighton 60 cents a ton.

Q. Do you know?

A. That is just my impression. I think the Bridge Commissioners can tell you. Of course that is local business, and they charge as much to take freight from East Boston to Brighton as they do from East Boston to Albany, probably.

Q. (By the CHAIRMAN.) Then it is cheaper to deliver it by water than it is by railroad at the present rates of freight?

A. Yes.

Q. (By Mr. O'BRIEN.) Are these barges new vessels?

A. They are vessels that have been put into this business within

the last three years. Some of them are new, and some of them are old. Generally they are old vessels.

Q. As I understand, these barges are generally large vessels that were built years ago and got out of use?

A. No, they are not that; but they have been taken out of the business for which they were built and put into this business.

Q. There must be a limit to that class of vessels; that is, they are not building new vessels of that style?

A. Oh, yes. The Reading Railroad is building thirteen large barges. They are craft carrying merchandise. No matter what the shape of them is, they are craft that we consider good and sufficient for the business, and we tow them up. They are not a new sort of vessel at all; they are a scow kind of vessel, such as has been used for years and years in that sort of business.

Q. (By Mr. McINTIRE.) What are these vessels of 40-feet beam that you spoke about? Are they lighters?

A. They are barges; the kind of vessels which we used to bring coal in from any of the coal ports to Boston. Lighters are vessels which we use in the harbor of Boston.

Q. The 40-feet ones are barges?

A. Are barges.

Q. What is the draught of those barges when they are loaded?

A. They draw anywhere from 18 to 20 feet.

Q. You couldn't get either of them up above the Canal bridge, could you?

A. No.

Q. I want to call your attention now to the Canal bridge and the West Boston bridge. Your 40-feet barges could not navigate the river above Craigie's bridge?

A. No, sir.

Q. So that there would be no necessity for widening those draws over 36 feet in order to accommodate those barges?

A. No, sir.

Q. (By the CHAIRMAN.) This [referring to the map] is the lowest bridge, Charles-river bridge, and here is the next one, which is the Warren bridge. Now, there are some railroad bridges about which we care nothing because they do not come before us. We are getting the facts about these three bridges, the Craigie's bridge, the West Boston bridge, and the Warren bridge?

A. Those are all right, the West Boston and Craigie's.

Q. (By Mr. McINTIRE.) You make no complaint whatever in regard to those?

A. We never go up there. Those craft that are going up there are 30 feet.

Q. (By the CHAIRMAN.) Of course you cannot pull a barge through a draw which is equal to its width; how much leeway do you allow?

A. We go through just to an inch.

Q. Would there not be a great deal of delay in going through a draw if you got as close a fit as that?

A. No, sir.

Q. (By Mr. McINTIRE.) With the aid of steam I suppose you can run right through very easily?

A. Yes, sir, with the aid of steam.

Q. (By the CHAIRMAN.) Why do you come up to the Fitchburg Railroad?

A. There is a good deal of coal going out on that road and we carry up our share.

Q. Do you deliver to the railroad companies or to private individuals?

A. Both. We go through the draws, and the coal goes out into the country and into the freight sheds, which are here.

Q. You do not bring coal for distribution to individuals?

A. Yes, sir; we deliver it to the railway for themselves and also for distribution on their road. Not only for themselves, but for coal dealers.

Q. (By Mr. RICHARDSON.) To be used in the prosecution of the business of the railroad?

A. Yes, sir.

Q. (By the CHAIRMAN.) Let me see if I understand you. You propose two different ways of improving this navigation. One is to give a clear headway at high tide of 12 feet; then your barges can pass under the bridges and you would not care anything about the draws?

A. Would not care anything about them.

Q. The other is to have the width of the draws of the two lower bridges increased to 40 feet and leave the others as they are?

A. Yes, sir. I would like to state one thing. We have got a plant that cost \$100,000 on that wharf. We have got a long wharf, and on that we have four automatic coal hoisters, and we discharge that coal right into sheds. On the other side of the wharf lie those boats. It all goes into those boats and goes up the river, and we think we can do that cheaper than we can build vessels that are capable of going up there.

Q. (By Mr. RICHARDSON.) I understand your interest in the navigation of Charles river is the tow-boat interest?

A. The Boston Tow-Boat Company's interest. Not the tow-boat interest, but the interest of all navigable property.

Q. I know; but what you represent is the tow-boat interest?

A. Yes, but the tow-boat interest represents the interest of other vessels.

Q. Do you own any other vessels?

A. We have 30 tow-boats; we have got somewhere about 50 other vessels that we tow.

Q. (By the CHAIRMAN.) You tow any vessel that comes to you, do you not?

A. Yes; but I mean that we own about 50 vessels that we tow.

Q. (By Mr. MARVIN.) It is for your interest, as a matter of dollars and cents, to have these large bridges put in?

A. What is the whole business? It is a matter of dollars and cents. That is what you are here for. It is a matter of dollars and cents; if it wasn't, you wouldn't be putting up 12-foot bridges or anything else.

Recess until two o'clock.

AFTERNOON SESSION.

Testimony of HENRY D. HYDE, Esq.

Q. (By Mr. RICHARDSON.) You reside in Boston, Mr. Hyde?

A. I do.

Q. You are interested in the Street Railway Company?

A. I am a director of the West End Street Railway and its general solicitor, and president of the Charles River Embankment Company.

Q. And interested in land in Cambridge, I believe?

A. I am interested in land outside.

Q. I would like to ask you whether you have any evidence of the amount of travel over the bridges there?

A. You or Mr. McIntire asked me to have a statement prepared of the number of passengers carried by the cars over the bridges, and I caused this to be prepared as showing the travel, as nearly as we could get at it. It is not possible to get it precisely, but it is substantially correct. That is, we counted the passengers and then we checked off by the receipts, and by taking the two together it brings a substantially correct result. The first date of the count on the West Boston bridge was October 25 last. The number of cars in on that day was 784; the number out, 776; total, 1,560. The number of passengers carried in was 15,889; out, 15,354; total, 31,253. Perhaps it is not necessary to read them except the totals. On the 26th, the next day, the total was 42,349; 27th, 19,678; 28th, 32,665; 29th, 29,047; 30th, 32,114. Following along, from October 25 to November 5, inclusive, the total number of passengers carried was 378,405.

On Craigie's bridge, for the same period, the total number of passengers was 126,031. Total number of cars, 7,211.

Over West Boston bridge, the total number of cars was 18,711.

Then over Warren bridge, from October 27 to November 5 (two days less), the total number of cars was 11,668. Total number of passengers, 214,488.

Over Charles-river bridge, for the same period, the total number of cars was 15,337. Total number of passengers, 28,942.

The Lynn & Boston Street Railway also run their cars over Warren bridge. They carried in the same time 38,027 passengers. The total number of cars was 2,133.

On the Charles-river bridge, the Lynn & Boston carried in the same time 50,859 passengers. Total number of cars, 2,339.

Then here is a summary of the number of cars and passengers carried over different bridges between Cambridge, Charlestown, and Boston proper, taking the several dates and the several bridges and putting them all together. The total number of cars October 25, 26, 27, 28, 29, 30, and 31, and November 1 to 5, inclusive, making twelve days, was 43,409. Total number of passengers, 886,752. Those were simply car-passengers, not teams or foot-passengers.

Q. I stated in my opening, Mr. Hyde, that on all these four

bridges there are two tracks, or a double track, of the West End Railway; that is so, is it?

A. That is so.

Q. You are more or less familiar with the interests in and about Charles river, are you?

A. I am.

Q. As a business man in Boston generally, and you are one of the directors of the land company in Cambridge. By the way, what is that company?

A. The Charles River Embankment Company.

Q. What is it?

A. It is a company chartered by the Commonwealth, authorized to acquire certain lands on the Cambridge side of Charles river above West Boston bridge and the Brookline Crossing bridge and improve it. A good deal of the land had lain there for a good many years unimproved; the Ames family were largely interested; a location was obtained, and they built a sea-wall coming up to the new Harvard bridge on both sides of the whole territory, embracing something like 4,000,000 feet of land, which the corporation has, the purpose being to build a front wall. Then, by the act, the company is required to build an esplanade 200 feet wide; they will then lay out streets, and sell the land. It is intended for residential purposes. There is no purpose to have any business come there except such business as will be appurtenant to a residential portion of the city. The whole wall has been built, Front street has just been finished, and we are making a contract for continuing the work of filling, which I was just engaged upon as I left the office. Front street is a street leading from Harvard bridge to Old Cambridge. It has never been opened to travel. It is on the Cambridge side of West Chester park — an extension of it.

When the West End Railway acquired the other roads, and we started to operate them together, one of the things that we undertook to do was to remove the blockades on Tremont and Washington streets. For a year or two previous, Washington street and Tremont street had been very much blockaded with horse-cars, so much so that it was a crying evil. There was not an afternoon of a pleasant day when there was not a row of cars substantially from Cornhill to Boylston Street on each of those streets, and with the cars of all the roads running in there, and each one soliciting passengers, it was impossible to get them to move so as to prevent a blockade. One of the first things we undertook to do was, as I say, to remove those blockades. One of the first things we experienced was complaints that came from our passengers that we did not make our time, and every day or two there would come to the office some lady or gentleman, or they would write a letter, saying that they missed their connection or missed reaching the point they were entitled to have reached because the car did not get there. Then we would have the matter looked up and it would turn out that the car was caught in the draw and was unable to make connection because of the draw. Well, upon my own motion, after having that come up as it did,

I went up to the Legislature, went before the Committee on Roads and Bridges, and stated to them the difficulty that we experienced and that I felt there should be something done about the bridges. I had no definite plan.

Q. (By the CHAIRMAN.) Which tracks were those?

A. We run over all those bridges. The tracks over the Charlestown bridges were more especially concerned, because they are tracks over which the through lines run. That is, the Cambridge cars stopped at Cambridge square, and were not a part of through lines so much. But, as I said, I tried to obtain some action about the bridges, and found no place where anybody had brought the facts in regard to the matter together. I asked the committee to prepare a bill and report it to the Legislature for the Legislature to pass if they saw fit, authorizing the Governor to appoint three commissioners to inquire into the whole question of the Charles river and its bridges and make a report to the Legislature upon what they found, — the amount of travel, the use of the river, what vessels went up and down, the amount of tonnage, value, and everything, and then report some recommendation to the Legislature upon it. The matter was very seriously opposed by two or three parties in Cambridge who were coal dealers. There were several hearings, and with the exception of a little suggestion made by Mr. Bailey, the Solicitor of Boston, who happened in one morning, it was entirely an individual presentation, because it seemed to me apparent that something ought to be done. There was great opposition by some of the coal dealers; but the committee reported a bill, and it went to the Legislature and can be found on the files, which authorized the Governor to appoint a commission to obtain information, and then, with the information thus obtained, the Legislature could take such action as they saw fit. I did not ask for any action beyond the appointment of the commission. At that time I think a plan had been prepared looking to the closing of all the bridges on the river, and I obtained the statistics, from various sources, of what went through the bridges, — how many vessels, how many tugs, what they were loaded with, what the tonnage was, the amount of business going up the river, — and it proved to be the fact that most of the tonnage was coal and building materials. There were some few other things, but it was mostly coal, lumber, lime, bricks, and cement that went up the river. I had all the statistics, as far as they were known, but the bill failed to pass the House, and that was the end of it.

Now, above West Boston bridge, on both sides, with the exception of the coal yard just up at the corner, which will be cut out considerably by the widening of Commonwealth avenue, there is no longer any business there; there is no wharf, there is not to be any wharf. Both sides are going into buildings, and the land has reached so high a value that all the wharves have disappeared and it will all be used for residences.

Q. (By the CHAIRMAN.) You are speaking of the portion between West Boston bridge and Harvard bridge?

A. No, sir; between West Boston bridge and Cottage Farm

bridge. Up to Harvard bridge on the Boston side it is almost entirely built up with residences. There is a little land there that is owned by the Boston & Roxbury Mill Corporation which has not been sold. On the other side the Boston & Roxbury Mill Corporation has considerable land, which has been filled until you come up to the land of the Adams estate. Then from there up to Cottage Farm bridge it is largely owned by the Adams and Francis estate; and what has heretofore been known as Brighton avenue, which I think is about 70 feet wide, has been laid out 160 feet wide, and that is being filled, so that Commonwealth avenue hereafter will start at Arlington street, the Public Garden, and go out to the intersection of Beacon street with what we call "the forks of the road," and then right over Brighton avenue, widened to 160 feet, to the entrance of Chestnut Hill Reservoir.

Q. (By Colonel MANSFIELD.) There is apparently a wharf nearly opposite "the forks of the road?"

A. Yes, sir; there is some work going on there, but it is not a permanent business. That land has all gone into the hands of parties who are holding it for building purposes. I can show you that whole thing. [Referring to map.] Here is West Boston bridge. There is a little business here, but practically no wharf. Then there is a little here, and there is a little there. Mr. Whitney has bought that land; we intend to use it for car purposes. That corner has been used a little for business purposes, but it amounts to nothing. Then here is the Blind Asylum. Following up along, here is Harvard bridge. This territory is built up nearly solid with buildings until you get up here. Here there are a few houses. Then you come up along, and here is the entrance to Back Bay park. This is all built over here. They have not built on the river side yet. Then as you come along still further, they have built and are building houses there. Then you follow up until you get to the forks of the road, which comes here. This has always been known as Brighton avenue; it is the old and famous trotting-ground in sleighing time. This is to be widened — there is an extension of Commonwealth avenue coming here — to 160 feet, being now 70 feet. Then it comes out here, and this is built over here. Now, Commonwealth avenue, up to the entrance of Chestnut Hill Reservoir, although not built to its full width, is open to travel. They are filling in Commonwealth avenue by dredges to get it 160 feet wide, and when that is done all this property goes into residential purposes. There is a coal wharf in here, but the front is to be cut off, and whether they will continue it or not I do not know. Then you come on the other side, and the line, as I understand it, of the Charles River Embankment, is the outer line. Then there is this park over 200 feet wide. There are one or two wharves in here, which are used very little. The Embankment Company owns from here up to here; with the exception of a piece that Mr. Souther — who is one of the incorporators of the Embankment Company — owns, I think that company owns all the land in here. There is Front street. The sea-wall is built from a little distance the other side of Harvard bridge up to, say about here; and is to be built to the other end of the line. On this

side of Front street the Charles River Embankment Company owns seven-eighteenths, Mr. Ames owns six-eighteenths, Mr. Souther three-eighteenths, Mrs. Dr. Porter two-eighteenths. That is, therefore, held in common down as far as here. Then Mr. Ames and Mr. Souther have acquired individually several pieces of land here, and the plan and expectation is that this esplanade, 200 feet wide, will come up as far as here. I think the Embankment Company, with the other estates, only own from about here up to about here; but under the act of the Legislature they are obliged to build that esplanade and give it to the people 200 feet wide. Of course that precludes any business on this side. Then when you come down here, here is the old canal. Mr. Whitney has recently bought half a million feet of land in here, and is now putting this street across with reference to getting a connection in through here. There are a few vessels come in here in connection with stone-work, and Mr. Scully, who is the contractor for Cambridge, has his wharves here. You understand that this side is devoted to this park improvement; there is no opportunity for business there. So on this side of Craigie's bridge there is but very little business done. The most that is done is done by Mr. Scully and what is done along here in connection with that canal up above West Boston bridge. I suspect that in a very few years between here and there there will be no business requiring the use of wharves.

Q. (By Mr. McINTIRE.) In 1869 there was certain legislation in regard to widening the draws to 44 feet; afterwards, in '71 or '72 the matter was considered by the Legislature and the Harbor Commissioners. I want to know whether at that time these changes to which you have referred were contemplated?

A. They were not.

Q. It was not supposed that business would be established along the basin of Charles river instead of these residences?

A. As good an answer as I can make in reference to that whole subject will be to say that we are now operating our cars largely by electricity, and we get our power from a station that we have built here. When we commenced running the electric cars we started and ran them in two places; first out here over Beacon-street boulevard and built a power-house here. Then in Cambridge, running from Arlington down, we got our power from the Boston Electric Light Company, which is right there. They supplied us with power, but they have had so much demand for the use of it for their lighting purposes that this fall they notified us that they would be unable to furnish us with power unless we would incur the expense of enlarging their works, which hardly seemed advisable; therefore we are getting our power from the station here, and we are running our cars up as far as Arlington from there. But our power-house there is limited, and it is only intended to supply this region; therefore we have been looking for a place where we could get coal and so on with reference to getting a larger and more permanent source. We have considered the whole river, and we have made up our minds that we shall be obliged to put our power-house there at an early day. We have just

purchased the property of the New England Glass Company, which is here, and we shall construct a station to furnish power for all this region, Charlestown, Somerville, and Cambridge. Then when that is in operation we shall discontinue the use of our present station for that purpose and use it only in connection with this other line. The Lowell road comes right in there, and it is of very little consequence, as coal freights are to-day, whether we bring it by water or by rail. We shall put in a thousand-power triple-expansion engine there and use the water for condensing purposes. The difference between the cost of coal which the Lowell Railroad would deliver and landing it from vessels is so small that we regard it of very little consequence. I suppose at first we shall get our coal from the river. We have bought the property here and are putting up very large electrical works, and getting our water from this basin. We have built a wharf for our coal, but I do not think that we are going to save a great deal upon the coal question in that way.

Q. (By Colonel MANSFIELD.) Are there not coal wharves along the river above the bridge?

A. The coal dealers, as far as I know, are substantially at present located upon the river in this general region. I went last fall upon a tug clear up as far as I could to the coal yards. When I first took the matter up I found that the great objection to any idea of closing the river was because of the Watertown Arsenal, the supposition being that in case the Government had occasion to get supplies out the river would be of great service to them in getting around to the Navy Yard; but to my great surprise I found that in the last war the river was very little used for that purpose.

Q. You are aware that the river has been dredged recently, within two or three years?

A. Yes, more or less, but of course the old tide-waters come up to the Watertown Arsenal. I have just had occasion to look into this question as affecting the ownership of land here by parties who succeeded to the Commonwealth, which owns everything that was below low-water mark and then what was above. I have been into the question of the old tidal rivers, where the tide was and all that, going back for a hundred years; but while it is open to navigation, with all the work that has been done, you cannot get up the river at low tide. It is rather a candidate for a river and harbor appropriation than for much actual commerce.

Q. (By Mr. McINTIRE.) When was the legislation passed which contemplated those changes of which you have spoken, — the Embankment Company, the Harvard bridge, and the River park?

A. I think that the charter of the Charles River Embankment Company is about six or seven years old.

Q. And the Harvard bridge is about the same, is it not? The charter was granted in 1882, was it not?

A. I think that was the first act.

Q. And the River park was along about the same time, was it not?

A. Yes, sir.

Q. So that all the legislation which has practically obliterated trade from that river has been within the last six or eight years?

A. Yes. Now, take one of the little things. My residence is on Commonwealth avenue, and in pleasant weather on a Sunday afternoon there are a great many people who come through Harvard street to the Harvard bridge, and the result is that nobody can get across because the draw is thrown open. That is, every night they open the draw and keep it open, the bridge not being completed; so that every little while I hear a great deal of scolding by people who come up there and want to go over; they get out so far, and have to go back.

Q. (By Mr. RICHARDSON.) The general tendency of things is to diminish the use of the river for navigation purposes, is it not?

A. Oh, it is inevitably in that direction!

Q. Will you say anything about the contemplated improvements upon Cambridge bridge and West Boston bridge?

A. This is all being filled in here, largely by Mr. Scully. As I said, Mr. Whitney has bought half a million feet, in round numbers, coming up to the canal and coming in here, and he is now building that street across, with a view to making a connection between this territory here and the main street.

Q. Will that be fitted for wharves or residences?

A. That is for business there, not wharf business. The Boston Rubber Company and a lumber company have just gone in there and are putting up large works.

Q. That piece in green there is a piece which a few years ago was devoted to wharf purposes, was it not?

A. Yes, as I understand it.

Q. All along the two bridges there were wharves, as I understand it?

A. Yes, sir.

Q. (By Mr. RICHARDSON.) Is there any wharf, as far as you know, on the Boston side from Craigie's bridge until you get out to Essex bridge and Cottage Farm station?

A. No, there is no wharf. There is a man who is doing a little stone-work there. He has a little wharf that he can bring a schooner up alongside of, but it is not a permanent wharf.

Q. Is there really any wharf there? Is it not the side of the wall?

A. I guess it is only the side of the wall. He just brings his vessels up to the retaining-wall of the land and lifts his stone out onto it. It is just as it is here. When a man is building here he lands up against the wall.

Q. Precisely; a man who is building on Beacon street has his bricks thrown out really into the rear part of his yard?

A. Yes. There has been some attempt made to get rid of the Boston & Albany road; that is, of the Grand Junction Railroad, which comes around to East Boston somewhere; but so much manufacturing has come in here that I do not think it is possible to get rid of it, because the road furnishes all the freight that is required. It is only a freight road running round to East Boston. A good deal of business has come in here, — Squire's

packing establishment and some others are in there, and my impression is that the road has caused to be built up on the line of it so much business that it will not give way; and, furthermore, that the road furnishes such facilities that the river has ceased to be an important factor.

Q. (By Mr. McINTIRE.) In your opinion, is there any necessity for any change in the bridges of the cities of Boston and Cambridge, between Charles river and the outlet at the mouth of Charles river, including the Harvard bridge?

A. My own opinion upon the whole matter is, that the cities of Boston and Cambridge could afford to compensate all the people who have any wharf rights up here that would be affected, and have the bridges simply become travelled bridges with no draws in them, and not attempt any material change in them. They better do it than to make any change. That is, the expense of the draws is so large in maintaining them in any form, day and night, that I think the cities could well afford to do that. The business that comes up is gradually diminishing. The suggestion that I made to the Legislature was, that the commission to be appointed should consider and report upon the properties that would be injuriously affected by closing the draws; and in case they should close the draws, if it was deemed advisable, I should still think that it would be much cheaper to pay any damages that might be occasioned and be relieved from any work except such as might be necessary to keep the bridges in condition for travel across them, than attempt to make the changes which have been suggested both by the Legislature and by the Secretary of War, as I understand.

Q. When you speak of changes suggested by the Legislature to what do you refer?

A. The widening of the draws; I mean, the upper draws. When Harvard bridge is opened, the travel across here is going to be enormous. Heretofore the people of Cambridge have been coming up to Bowdoin square, without having access to the residential or business portions of Boston. Now, with the opening of this bridge it is proposed to bring the cars down Marlborough or Boylston street, or both, and bring them down opposite the Public Garden, and down as far as the Tremont House and the Northern depots, so that the people of Cambridge (and that covers Arlington, North Cambridge, Cambridge proper, Watertown, and all the region up in the vicinity of Mt. Auburn) will be brought into connection with the residential portion of Boston. The travel over that bridge is going to be, as far as we can calculate from everything that comes to our knowledge, simply enormous. Then, again, we shall run cars from Dorchester over to West Chester park and East Chester park, and over as far as the colleges, to Brattle square, thus tying Cambridge, the Back Bay, the South End, Roxbury, and Dorchester together. Those cars will run back and forth. The street is ready, except grading, and the bridge is practically open; the only question is, whether that shall be a grade or overhead crossing. As soon as that is settled between the two cities the cars will be put on, and I have no doubt that, taking the travel of Cambridge at its maximum last year, and the travel as it is represented to be over

that bridge, the travel on this new bridge will be nearly as great within a year as the entire travel has been there. Judging by the calls that have been made upon us, coming from the vicinity of Mt. Auburn and Watertown, and from North avenue, for facilities to get over this bridge, we think that that bridge will come to be the most used bridge over Charles river, I do not know but possibly even more than Warren bridge, in a very few years. You take the number of young men whose families live in here, it will enable them to board at home and go back and forth with very little difficulty; and we are looking for a more rapid improvement in connection with this whole thing in the way of business for the cars than anything we have on the whole road, whenever the bridge and street are opened.

Q. (By Mr. RICHARDSON.) Within the last ten years have there not been a good many new wharf privileges secured for the city of Boston and used largely? I refer to the New York & New England Railroad, down there on the flats.

A. This is the New York & New England territory down here, and with the opening of those bridges across here a good deal of business has been brought into this neighborhood, mostly wool business, and large buildings have been erected here.

Q. (By Mr. HUMPHREY.) With relation to the new power station that you say the West End Company has purchased in Somerville, where you say coal can be brought by the Lowell road,—where would that coal come from?

A. It would come from wherever it is landed for the road. Of course there are two questions there. I do not know how far I am authorized to speak of it, but there is a railroad connection under consideration to reach the coal fields of Pennsylvania by way of the Massachusetts Central, and of course that reaches all that region with coal. Plans are going forward with that view which I suppose at a comparatively early day will be consummated.

Q. The Lowell road has a wharf around on the other side of Charlestown, on the Mystic river?

A. Yes.

Q. (By Colonel MANSFIELD.) That will have its influence on the traffic of Charles river?

A. Yes, sir, undoubtedly.

Q. Was there not some consideration in purchasing that property that you could get your coal up by tide-water?

A. Well, we have had that under consideration for three or four months, and our directors have from time to time visited that particular place. We have looked at several other places, and the decision was arrived at for three reasons, perhaps. We felt that we must get water for condensing; that was the first thing in connection with triple-expansion engines. The next thing was, that we could get coal, and have two sources for coal, — railroad and water. The third was, that the chimney is all built there, and the buildings are so that within four months we can be running our cars from there; whereas, if we went to any place and started anew, we could not get them running until autumn. Those

were the three considerations that induced us to buy that particular property.

Q. If it was suggested that these bridges be closed entirely would you make any objection?

A. We should not make any objection.

Q. Although it would subject you to the necessity of getting all your coal by rail?

A. We should not make any objection if the passage of the bridges was stopped, and we had to get our coal by rail.

Q. There are several wharves on that river now, are there not?

A. I am not particularly familiar with that matter.

Q. (By Mr. HUMPHREY.) As a gentleman connected with all the improvements of Boston, as I know you are, what do you think is going to become of the several railroads crossing that river? You will, no doubt, agree with me, that something is going to be done within a few years. What do you think it will be?

A. In my judgment, if I was going to express it (I do not know that it is of any value), the thing to be done is to get rid of the draws on the river entirely, and then build there such structures for the railroads as ought to be built. It is almost impossible, with the enormous traffic going over here, to get a class of bridges such as ought to be there, as long as the draws are maintained. If those draws were out of the way, and that whole property could be made available, — of course, the river has got to run, and it has got to come through, — then you could build permanently with reference to railroad occupation. I think that would be the best thing that could be done there, but it would involve large expense.

Q. Do you think the railroads should come in on the same grade that they come in on now?

A. I know how I should do it. I feel that the best way for all these railroads is to build as the Pennsylvania road has, and come up into Haymarket square. But upon that I have no judgment one way or the other.

Testimony of BARTHOLOMEW M. YOUNG.

Q. (By Mr. RICHARDSON.) You were Superintendent of Bridges before Mr. Nugent?

A. I was, during the years 1886, 1887, and 1888. I was connected with the bridges two or three years previous to that, but not as superintendent.

Q. How connected?

A. With the drawbridge department.

Q. During the time that you were Superintendent of Bridges was there any difficulty in vessels going up and down through the Charles-river and Warren bridges?

A. There was not at any time any trouble that could have been directly caused by the city bridges. There were some complaints made, but it was on account of the railroad bridges; no complaint of the city bridges. They were always opened, day and night, at any time when there was any one who wanted to go through.

Q. How long, if you can state, have the draws been operated by steam power?

A. That I could not tell you exactly. The Warren bridge has been built recently, and the steam was applied at that time. I think there is a man here who can tell you about the Charles-river bridge exactly; I cannot.

Q. Was it before your time?

A. It was before my time. It was certainly six or seven or eight or ten years ago that it was applied to Charles-river bridge, and to Warren bridge it was applied when the bridge was put in there.

Q. Do you know the width of the Charles-river draw?

A. I do.

Q. What is it?

A. It is over 36 feet. I measured it myself.

Q. How wide is the draw in Warren bridge?

A. That is some 3 or 4 inches — I won't be positive — over 36 feet

Q. Do you know the width of the draws in the railroad bridges?

A. I do not.

Q. I don't know whether you have the width of the draws of Craigie's and West Boston bridges?

A. No; but that is all laid down by measurements by the engineers in their report.

Q. What do you say of the appliances which have been furnished and maintained by the cities on the Charles-river and Warren bridges for facilitating the passage of vessels through?

A. I don't see that there could be anything more put there that would facilitate the passage of vessels. Men are there at all times ready and willing to serve those who come there. They have steam appliances for helping vessels through, so that they can be put through at almost any stage of the tide by steam-winchs which are on the bridges.

Q. To what extent, if any, as far as you know, have vessels wider than 36 feet, or of a greater width than to go through those draws, sought to do so?

A. During my time I do not know of but one vessel that came there that could not go through.

Q. How do the tenders keep count of the vessels that go through the draws?

A. They keep count of every vessel that goes through. A tug and a vessel are counted as two going through, and coming back the same. I wish to say in regard to this order, it seems rather arbitrary, to say the least, and expensive. It seems to me it would be less expensive to the city of Boston to buy all the wharf property on Charles river up as far as the Arsenal. They would have it for future improvements, and it would be much cheaper than it would be to widen and raise these bridges. There is another suggestion which has been made before; that is, to have a union depot on the Charlestown side, which would do away with all the railroad bridges there. That might be a benefit.

Q. That has been suggested; but then you would have to have

more bridges to go over. If you did away with the railroad bridges you must have some other bridges to take the place of them?

A. Well, the bridges now accommodate all the passengers who pass over them. If you took the railroad passengers to the depot on the other side that would not necessitate any more bridges.

Q. Do you think that all the passengers and freight that comes over the railroad bridges could come over Warren bridge and Charles-river bridge?

A. I do not see why not. If necessary, build another bridge; it would not necessitate any great expense.

Q. There is a large amount of travel over Charles-river and Warren bridges now, is there not?

A. Yes, sir, and it is increasing all the time.

Q. During the time you have had an opportunity to observe it, what do you say as to whether the navigation of Charles river has increased or diminished?

A. It is decreasing very rapidly, of course. Our reports show that. If you take them back six, seven, eight, ten, or fifteen years you will find that it has decreased very much.

Testimony of JOHN T. SCULLY.

Q. (By Mr. McINTIRE.) You are the gentleman of whom Mr. Hyde spoke as owning quite a large piece of territory in Cambridge situated between Canal bridge and West Boston bridge?

A. Yes, sir.

Q. You have filled in quite a large territory there?

A. About 7 acres.

Q. What is your business?

A. Pile-driver and contractor.

Q. Your father was in the same business before you?

A. Yes, sir.

Q. How many years have you been engaged in that business?

A. Twenty-seven years ago I went to work, when a boy about 13 years old.

Q. You are quite familiar with Charles river?

A. I was born on it, I might say, and worked on it.

Q. How long have you been in business for yourself?

A. Since 1877.

Q. Have you had occasion to bring large numbers of piles here by water?

A. Yes, sir, we bring them from the Provinces in vessels.

Q. About how many vessels come to your wharf during the year?

A. A great many would come to the wharf if they could get there, but the draws bother us.

Q. Which draws trouble you?

A. The railroad bridges.

Q. About how many vessels do come to your wharf?

A. I don't know; possibly 25 or 30 a year. We unload a

great many vessels below the bridges, because we cannot get them up through the bridges.

Q. You take the piles up on rafts?

A. On rafts.

Q. Now, Mr. Scully, do you complain of the present width or management of the draws of the Boston and Cambridge bridges?

A. Not of the draws belonging to the city of Boston or Cambridge. I went on the river rafting when I was 13 years old and am very familiar with all the draws and the tides and currents of the whole river. I had charge of rafting timber before I was 16 years old, rafting on Charles river, and at no time do I ever remember any trouble with the bridges belonging to the city of Boston or to the city of Cambridge, except some years ago, before they were widened; they were rather narrow and sometimes vessels got caught in the draws. I don't think within the last 10 or 15 years I remember of any vessels being caught at Warren bridge. One or two vessels I think have been caught at the upper bridge.

Q. You furnish a large number of piles to contractors in Boston, do you not?

A. Yes, sir.

Q. You are one of the largest pile dealers in Boston, if not the largest?

A. Well, there are three of them about the same.

Q. You say you are familiar with the river itself and the tides?

A. Yes, sir; I have poled rafts up the river and know the depth of it pretty well.

Q. How much are the flats along the river exposed at high tide?

A. With the wind blowing as it is to-day, the twelve o'clock tide runs out so as to expose all the flats on the whole river. There are 2 or 3 feet exposed on the Cambridge shore and also of the flats on the Boston shore.

Q. How much depth of channel will there be above Craigie's bridge?

A. Well, the depth of channel between Craigie's bridge and West Boston bridge is the deepest water we have on the river.

Q. How much would that be?

A. I think it must be 700 or 800 feet between the bridges. We can see the flats only on the Cambridge shore on this low course of tides between Craigie's bridge and West Boston bridge, except possibly about 25 or 50 feet opposite the park. You will see some shoals there. That is the deepest water we have, between those two bridges?

Q. What draught vessels can go up at high tide between those two bridges?

A. Any vessels that can go through the bridges can go up.

Q. About how much draught?

A. I should say a vessel drawing 15 feet of water could go up to Cousin's wharf.

Q. That is on the high tide?

A. I think it would go up on three-quarters tide. I think on any ordinary tide a vessel drawing 15 feet of water would go clear up to Cousin's wharf.

Q. What in your belief is the opinion of most people who use the river for navigation as to the present facilities for getting through the city bridges?

A. There is no question about the facilities for getting through the city bridges. I think they can go through if the railroad would let them through. Sometimes we have vessels delayed three or four days because they cannot get through the draws of the railroad bridges. Last year we went to the Legislature and counsel agreed to a bill; but as the Legislature adjourned that was the last of it.

Q. As I understand you, you do not know of any complaints against the city bridges as to interference with navigation?

A. I never knew of any complaint of the city bridges except the upper bridges.

Testimony of WILLIAM JACKSON.

Q. (By Mr. RICHARDSON.) You are the City Engineer of Boston, I believe?

A. I believe so.

Q. How long have you been City Engineer?

A. Five years.

Q. You are familiar with these bridges?

A. Yes, I am.

Q. Will you tell the Board how wide the draw of Charles-river bridge is?

A. Thirty-six feet.

Q. How wide is the draw of Warren bridge?

A. Thirty-six feet and 4 inches. It is more than 36 feet, a few inches.

Q. How wide is the draw of Craigie's bridge?

A. It is about 36 feet.

Q. And West Boston bridge?

A. Thirty-six feet on one side, and a little less than 36 on the other.

Q. How wide are the draws of the railroad bridges above Warren bridge?

A. They are less than 36 feet; some about 35, I think. I can give you the figures exactly from my report,— I have not got them with me,—or I can give them to you from the assistant who actually measured the bridges, who is here.

Q. Are there any better facilities known to you, Mr. Jackson, for getting vessels through the bridges easily than those which are in use by the city of Boston on the Warren and Charles-river bridges?

A. No; I think we have the best means of that kind ever used anywhere. I do not know any place where there is any more pains taken to help vessels through than Boston takes.

Q. Since you have been City Engineer have any complaints come to you of obstruction to navigation from the construction of either of those two bridges or the operation of the draws?

A. No.

Q. Do those bridges as constructed and operated with reference to their draws in your opinion obstruct navigation?

A. No, I should say not.

Q. Have you those maps here which I spoke of this morning, showing the piling?

A. Yes. We have got detailed maps of each bridge on a larger scale.

Q. Have there been any material changes in the bridges since this map was made?

A. Not in our bridges. There have been some changes in the railroad bridges.

Q. Whether or not this plan is a fairly accurate representation?

A. No, sir; it is not. Warren bridge has been rebuilt on these lines here since this plan was made. The bridge shown on this plan before the Board is on that line. That is the old line of Warren bridge. That was left in when the new bridge was built. That angle there is shown by that line there. This is the new bridge outside of it, coming out to these points.

Q. (By the CHAIRMAN.) Was that pier-head changed at all?

A. That pier-head was rebuilt.

Q. It is not in exactly the same location?

A. No, sir; it was changed considerably.

Q. (By Mr. RICHARDSON.) How much is the horizontal part of the bridge above high water.

A. That is about $5\frac{1}{2}$ feet.

Q. You do not answer my question. How high is the horizontal part of the bridge above mean high-water?

A. The horizontal portion of the bridge would be 7 feet at this point (*i.e.*, the point marked "L. M." on the plan). That is what was outside the pipe-box at the same point.

Q. (By the CHAIRMAN.) Is that a fair standard to go upon for the whole bridge?

A. Not for the whole bridge, but it is for a large part of the bridge. Between this point and the shore the bridge runs down lower, so that the under side of this pipe-box near the shore is lower. It is down to mean high-tide, I think; I don't know but below that.

Q. (By Mr. RICHARDSON.) Of what portion of the bridge, to repeat the Chairman's question, would it be a fair standard?

A. I can tell better when the plan comes down which I have sent for. I should think about three-quarters.

Q. Do the piles upon which the Charles-river bridge is built stand about on a line with the current?

A. Well, that is a hard thing to say. The way the current is shown on this plan [referring to another plan] will show better. That shows the piles very nearly on a line with the current.

Q. (By Colonel GILLESPIE.) Then the direction of the current at the time they were driven had nothing to do with it?

A. I don't suppose it did at the time that was built, which was many years ago.

Q. At the time of the reconstruction?

A. Yes; at the time of the reconstruction I think the direction

of the current had something to do with the tide, because I think at that time the Harbor Commissioners had something to say about that; but that was before my time. That is a thing which I hear by hearsay. It was a long time ago.

Q. When was this reconstruction of Warren bridge?

A. This was in 1883-84.

Q. (By Mr. RICHARDSON.) I notice that those are not in the direction of the current at all; than these must be?

A. Those were meant to be, and these, and those, in those proportions; but these old piles were driven without regard to the current.

Q. (By the CHAIRMAN.) When you say this is 5 feet above high water, what does that mean? Is it mean high water? How did you get at that?

A. That mean high-water is 10 feet above our city base, and our city base is 7 or 8 inches below ordinary high water. So that our mean high-water is actually 7 or 8 inches below mean high-water; so that in getting the dimensions the commission would want to take off six-tenths of a foot. Our high-water is lower than mean high-water.

Q. (By Mr. RICHARDSON.) Is Charles-river bridge so low as to obstruct the flow of water?

A. Not so that it would be known. Anything is an obstruction.

Q. How is it with Warren bridge?

A. That is the same.

Q. (By the CHAIRMAN.) What is the width of the span here?

A. They are planned for 16 feet. The driving is as near 16 feet as possible. The average span would be 16 feet from centre to centre.

Q. How is it with regard to Charles-river bridge?

A. On that bridge they are from 18 to 20 feet. They are very irregular.

Q. (By Colonel GILLESPIE.) Now, what is the distance between the individual piles in a bent?

A. That is 6 feet, I think.

Q. (By the CHAIRMAN.) On both bridges?

A. No, on the Warren. On the Charles river it is $6\frac{1}{2}$ feet. That is what this map scales from centre to centre; 13 spaces in 80 feet. I should say those piles might just as well be solid strips through to there.

Q. They would probably be less obstruction than they are now if they were sheathed on both sides?

A. Yes, much less.

Q. (By Colonel GILLESPIE.) What is the available width of this draw, and how do you determine its available width?

A. It is measured at high tide and then at low tide, and the least width is stated.

Q. Do you make any allowance for the springing of the piles outward here.

A. There is no allowance made for the springing of the piles here.

Q. Do you make any allowance for the depth of the draw? The

depth may be 15 feet. Would you calculate upon the bottom width?

A. No; I say mean low-tide and mean high-tide. We do not go below that. There is nothing supposed to be there. We don't know it.

Q. Did you make any tests for it?

A. Except when the piles were driven. I have never made any tests. I don't believe there are any. I don't see how there can be. The piles were carefully driven.

Q. When you say the draw is 36 feet wide, that is the minimum width, is it?

A. Yes.

Q. It is the surface width?

A. It is the least width. Of course, if the draw is 35 feet wide at any place, it is not 35 feet wide when the draw is open.

Q. (By Mr. RICHARDSON.) I asked one day why this was not made right opposite this, and the engineer told me that it was a great deal better as it is. The tide comes in this way, and if it goes this way it brings the vessel out this way; it goes out with the tide, and it swings it right out; and when it comes this way it is a great deal better than it would be if it was right opposite. I thought it was a mistake; I thought it would be better if it was opposite; but he made it out that that was the best way.

Mr. MANLEY. — That was myself. I am thoroughly satisfied it is just right. A vessel alongside here will drop alongside or drag inside this.

Q. They have to be assisted, do they?

A. No, sir; they do drop with the tide without tow boats, and they get through the best way they can.

The WITNESS. — This plan is the plan under which the bridge was built.

Q. Will you tell us what these are?

A. These piles in red are the new piles driven. Those piles in blue were the piles that were pulled up.

Q. (By Colonel GILLESPIE.) They have been all pulled up?

A. They have been all pulled up. Those were ordered pulled up, but I believe they were left in on account of the Fitchburg road, but that I do not know certainly about. That is the old bridge, and the design and plan was to pull out everything that was in the way. There is a line there of blue piles which were all pulled up, and these red ones are the piles which were driven for the new structure; and generally all the old piles were pulled up and new ones driven in their places, and the red ones represent the present piles.

Q. This was done in 1883, I think you said?

A. This was done in 1883-84. You will find a note on one end of the plan explaining these colors. This line is mean low-water. That is the new grade of the bridge, and that is the grade of the old bridge.

Q. (By the CHAIRMAN.) How much below the roadway is the bottom of the main stringer?

A. Three and a half feet. The height of the roadway varies from 16 to 21 feet above mean low-water.

Q. How often would the bottom chord be wet? How often would the tide rise to that point?

A. A very few times in a year. The highest tide we ordinarily have is about 12 feet; then the winds blow it up to 14 feet sometimes.

Q. Your references are to high water, which is six-tenths below mean high-water?

A. Those I have given are given to our mean low-water, which is six-tenths below your mean low-water. That would give the actual mean high-water on this city base 10.44. The mean high-water that I refer to is 10.44.

Q. So that, as matter of fact, except on rare and exceptional occasions, coming once or twice in the course of a year, no part of your horizontal beams on that bridge are wet, as I understand it?

A. I should say not.

Q. (By Mr. RICHARDSON.) Now, I should like to know about these piles. Are they in a line with the current, essentially?

A. I presume they are substantially, as far as I remember about it. They were supposed to be; but it was not built when I had charge of it. I do not know the reasons which governed it. The fact is, these currents run both ways.

Q. (By the CHAIRMAN.) I suppose those currents change once in a while; they must, of course; but I want to know if that fairly represents their direction during a tide?

A. I suppose so. That plan shows for itself. There are the arrows showing the direction of the current, and there are the piles. They are made by the Harbor and Land Commissioners.

Q. (By Colonel GILLESPIE.) How do you account for that direction? There is the direction of the tide, which is away off on that side.

A. I will tell you how I explain that. That comes down and strikes that shore; the water here is deflected, and that deflects that there; or, also, the observer was uncertain from his results where the current would go, and drew that to show there was something there that was embarrassing.

Q. Is the water as deep here as it used to be?

A. That I don't know; I have made no observations there to find that out. I have heard no complaint of its shoaling. I don't see why it should shoal. Of course, there would be some slack water, and there would be shoals off here and shoals off here all the time.

Testimony of HENRY MANLEY.

Q. (By Mr. RICHARDSON.) You are connected with the City Engineer's office?

A. Yes, sir.

Q. How long have you been?

A. More than twenty years.

$$8^{14} \times 6^8 = 1$$

$$3^6 \times 6^8 = 2$$

$$3^6 \times 9^1 = 1$$

$$6^{10} \times 9^2 = 1$$

$$3^8 \times 6^{10} = 2$$

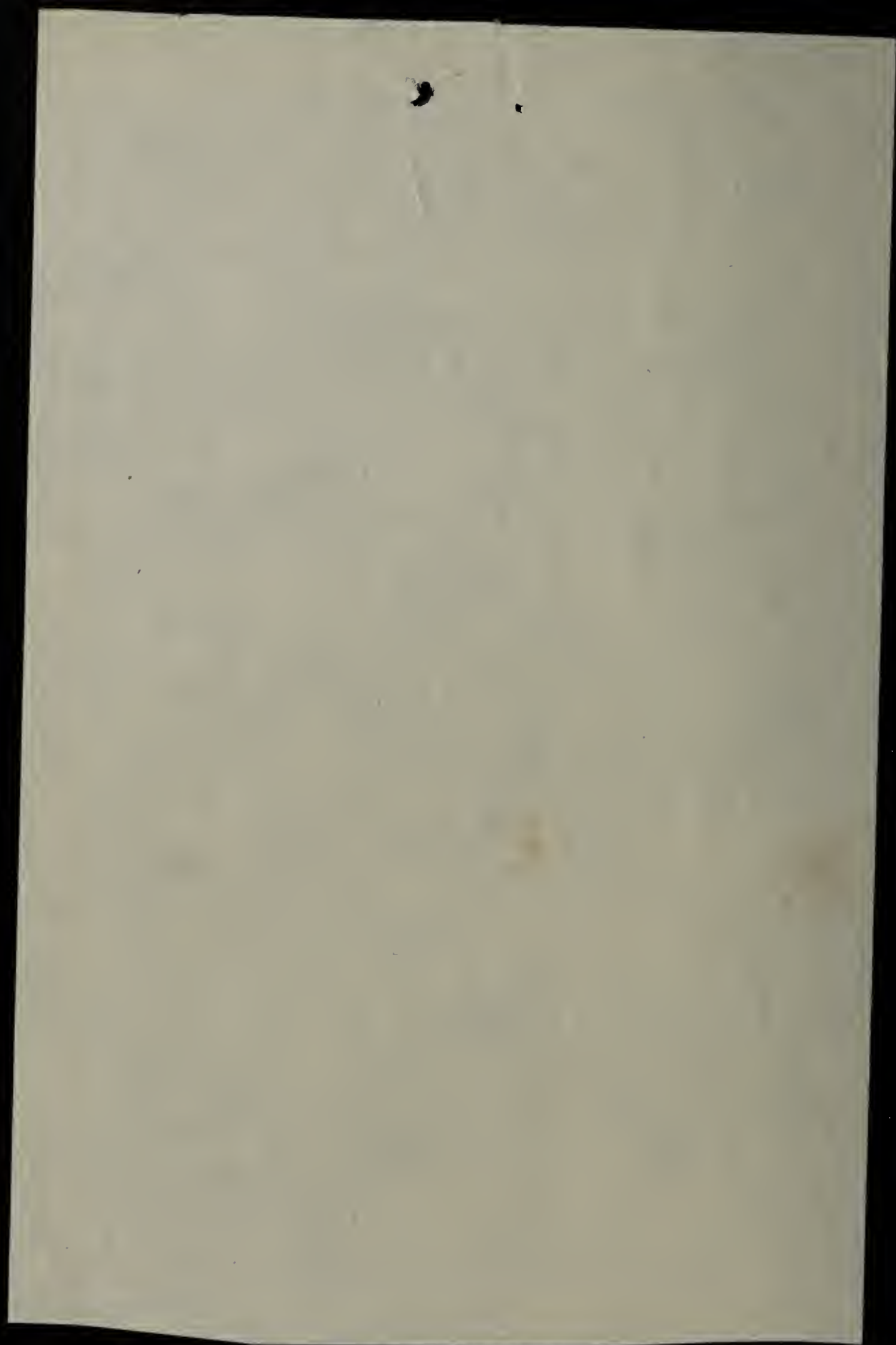
$$3^8 \times 9^5 = 2$$

paper outside

$$8^{12} \times 6^6 = 2$$

paper inside

$$8^{10} \times 6^4 = 2$$



Q. You were in the office when Warren bridge was reconstructed?

A. Yes, sir.

Q. What had you to do with that, if anything?

A. I had charge of it under the direction of the City Engineer, made the plans and superintended the construction of the work.

Q. Now, if there is any doubt remaining in the mind of anybody as to the width of the draws, I should like to ask him what is the width of the Charles-river draws?

A. It is good strong thirty-six feet. I will say that we have had in former years a great many inquiries as to the width of the draws of the Charles-river bridges and other bridges in Boston, and, for the public convenience, we have for many years carefully measured the widths of all the bridges in Boston, whether they are in the charge of the city or not. That is, we measure both the highway bridges and the railway bridges, and these measurements are published in the annual report of the City Engineer. In addition to that, we get out a certain number of fly-leaves which simply contain these things, and coal dealers and vessel owners come for them, and we give them to them freely.

Q. I wish you would state the width of the several bridges, beginning at the Charles-river bridge, and going right along up through?

A. We go over them every year for the annual report. The last report is not yet out, and the measurements are just simply finished.

Q. What have you got there?

A. This is the report a year ago.

Colonel GILLESPIE. — That is good enough. There is no reason to suppose that there has been any change.

The WITNESS. — Well, there are repairs and changes frequently, which make a little difference. It is generally a question of inches.

Q. Any on the Charles-river bridge?

A. Yes; there have been some vessels stuck within a year and the railroad has cleared away the obstruction and made a difference of 2 or 3 inches in some cases. It would be a little better to take the new measurements.

Q. That is the available commercial width, is it?

A. That is supposed to be the width or dimensions of a rectangle which would pass through the passageway. We get at it by taking low tide on a still day and dropping a plumb-line.

Q. Do you go under the water?

A. We do not go under water; that is a little too uncertain. We go as far as we can get at low tide.

Q. This is all above water?

A. It is all above water at low tide. We give it in a conservative way, and if there is any doubt we take off the fraction of inches and sometimes an inch.

Q. (By Mr. RICHARDSON.) How deep is that water?

A. Below the draw I know it is 28 feet. It is pretty deep. I believe 27 feet depth goes through the draw.

Q. Now, what will you say as to the height of the lower chord of Charles-river bridge above mean high-water?

A. They are simply plain sticks of wood; they are simply beams. It is not a truss in any sense; it is a stick of wood. On the Charles-river bridge the grade of the bottom of the bolster is 10.9, city base. There is a bolster about 6 feet long, on which the longitudinal timbers rest.

Q. (By the CHAIRMAN.) That would be just about 2 feet above your ordinary high water?

A. Mean high-water would be 10.44. It would be nearly half a foot above mean high-tide, and that is the level of the bridge from end to end.

Q. Then that portion must be oftentimes under water?

A. Yes; any tide that goes more than half a foot above mean high-tide would come onto the timbers. In fact, the old Charles-river bridge, which was built in 1854, and all the old bridges were built purposely at about that height in order that the timbers might be preserved from decay by the salt water. They put them above high water so that they would be out of the reach of an ordinary tide; but extraordinary tides would flow over them.

Q. (By Mr. RICHARDSON.) How is it about Warren bridge?

A. That bridge is built on an incline; that is, the greater part of it. At the draw it is 5 feet higher than at the ends; but at the draw, the bottom of the stringers, the same relative point that we were considering before, is at grade 16.6, and near the ends the grade is 11 feet and 6 inches, and the water-pipe box that we saw there near the ends of the bridge is at 9.92.

Q. (By the CHAIRMAN.) Does that water-pipe box run parallel with the axis of the bridge? Does the pipe run from bay to bay? Does that box extend longitudinally?

A. The whole length of the bridge. It takes the water from Boston to Charlestown.

Q. The pipe does, I understand; but does that exterior box at Warren bridge?

A. The water-pipe that you saw there runs to the draw and then it goes under the bridge.

Q. All we could see, of course, was that cross-section.

A. I thought you saw the ground itself.

The CHAIRMAN.— Oh, no! Mr. Jackson mentioned about that being in cross-section, so that I understood it did not interfere with the bridge.

Mr. JACKSON.— What I meant by “cross-section” was that the lines in cross-section showed the lines that run crossway of the bridge.

Q. Then that is substantially a dam across there?

A. Yes, that is a dam. That stick we did not count because that has a capping like the others and is in the direction of the current. At the central part of Warren bridge, near the draw, the grade is 12.42; at the ends, 9.92. All our measurements are on the city base. You can translate them if you wish. At this place here it is 2.42 above mean high-water; here it is about 6 inches below mean high-tide, at the shore ends of the bridge.

Q. (By Colonel GILLESPIE.) What were the references which you gave for the bridge itself?

A. 16.6 for the bottom of the stringers at the draw, and 11.6 near the ends.

Q. (By Mr. RICHARDSON.) Is the pipe-box which you have been talking about the one which was put there four or five years ago, or the one that was put there during the past year?

A. Of both. They are symmetrical. That one was put in at the time the bridge was built, and that stick was put on at the same time, and the water-box was put in here corresponding to that one, so that any figures relating to one would apply to the other.

Q. (By Colonel GILLESPIE.) How many pipes are there?

A. There are four pipes in all, two on either side. [Witness exhibited plan of Charles-river bridge.] This antedates my personal knowledge. The bridge itself was built in 1854. This plan was made showing some changes at a considerably later date. That is the bolster. That is the city base, and that is 10 feet above it. For rough work we put that on.

Q. That refers to the same bents?

A. Yes, sir. That is the point of the stake. That is the bolster. The grade is not given. The official grade is always the top of the span, and on this bridge it is substantially 16 feet. It has settled a little from that, but it is practically grade 16.

Q. These bottom stringers were practically awash at mean high-water?

A. Yes. This bridge is level. This is the next bridge, Canal or Craigie's, as we go up the river.

Q. Is Craigie's bridge level?

A. No; that has a rising grade. This portion of it has been reconstructed.

Q. When?

A. In 1873, and the direction of the bents of piles was changed at that time. Of course it was done after obtaining an official permit from the Harbor Commissioners.

Q. Is this a proper longitudinal section?

A. Yes, sir. There are the governing points of the grade, 20 and 12. Those are the sections before being rebuilt, but they are the same at the ends. It shows the soundings below water as well as above. At the canal, the lower portion of the bridge being at about grade 16, the depth of the bridge in section was 4.3, leaving the under side of the lower timbers, the lower stringers, at grade 11.7. That would be on the end and higher at the middle, the grade rising. That section was not changed at this time; it was not rebuilt. From A to B is the section at present. Then that part was torn away and they built another one, which is on smaller sheets. The position of the draw was changed and the direction of the whole affair.

Q. (By Colonel MANSFIELD.) Were all the old piles pulled out?

A. Up to this point shown in blue. Those piles had been in there more than eighty years. [Witness showed a plan of West Boston bridge.] That is very old, too. This was rebuilt in 1871

I think. That shows the position of the bents and the general direction. That was made from an actual survey, and that is the cross-section. That simply refers to the pier. It is not drawn on there, but we have a profile here of the bridge. It rises at the draw, and we took another part of that to figure that out for this purpose. That being grade 16, we got only 2.4 feet to the bottom of those stringers, leaving us the grade at the bottom of those stringers 13.6. The bottom part is here. You see it is very shallow. There are no bolsters underneath.

Q. (By Colonel GILLESPIE.) Is that the lowest part of the bridge?

A. That is on the level part, which is practically grade 16, not taking into account the grade at the draw; the draw is higher. Craigie's is also higher at the central point where deep water is and higher where the most of the current in the river flows. With respect to the question which you asked Mr. Jackson about Warren bridge, whether those piles are in the line of the current, I will say that the current does not follow parallel lines across the length of that bridge to any considerable extent; and with the consent of the Harbor Commissioners we finally drove them all at right angles to the line of the bridge, which was as nearly an approximation as it could be done. That was for Warren bridge; and for Charles-river bridge it is apparent from the looks of things that they are as nearly in line as we would be likely to get them and get them uniform.

There is one other point. The records that the draw-tenders keep are quite particular; that is, they keep a record book in which they put down the name of every vessel and of every tow-boat, the time when she passed, and whether she was going up stream or coming down stream. If desirable every vessel could be traced out from that, — to whom she belonged, where she went, and all about it.

Q. (By the CHAIRMAN.) Is any part of this West Boston bridge filled in solid?

A. Yes, there is a portion away up to Cambridge. About 2,000 feet of it is pile structure.

Q. The bents are about the same distance apart?

A. On an average, 18 feet. They go from 16.95 up to 20.

Q. What is the general character of the four bridges, the West Boston bridge, Craigie's bridge, the Charles-river bridge, and Warren bridge, as to the materials and condition of the timber?

A. Well, of course Warren bridge, being the newest, is in very good condition in every part, both piling and timber. Charles-river bridge is not in good condition. The piles have been driven since 1854 and are worn by the action of the water, and a small number of them have been attacked by the limnoria. There are no toredos in these waters at all. The timber-work above the Charles river is in a fairly good state of preservation as respects decay, but the bridge has rotted, the beams are deflected, and the paving is in a poor condition. The bridge as a whole is not in good condition. The central part of Craigie's bridge, which has been rebuilt, is in good condition. The ends, which were not

rebuilt in 1871, are in much worse condition. There are piles in there upon which no dependence is to be placed; they have been driven eighty years; and the stringers in that part are in such condition that they have to be repaired very often, and a large part of them have been renewed. That is, the old timbers have been left in place, but additional timbers have been put in. Considerable work has been done upon it. The West Boston bridge was built at about the same time, I think (1852), and has been repaired from time to time, and is now in passable condition, but rather a poor one. The piles have this year been considerably strengthened by putting on an additional cap underneath the old one. The great weight had forced the piles into the caps, those being of soft pine, and the floor has been relaid. All this part was taken up and rebuilt two years ago and is in good condition; the other side will have to have some repairs next year. It is too narrow and it is growing to be an old bridge; but it is built in such a way that if desirable it can be kept in use for a very long time by renewing it piecemeal. The first bridge to be rebuilt will most likely be the lower bridge of all, Charles-river bridge.

Q. I have seen some references in these reports of the Harbor and Land Commissioners to a plan for replacing those two bridges by one structure. Have there ever been any real studies made with that object in view?

A. There have been plans made for that, yes, sir.

Q. Have they ever been seriously considered?

A. At the time of the rebuilding of Warren bridge in 1883-84 there were a good many schemes considered; that was one, but that did not meet with very general favor. The trouble is with the draw. I may say that this lower bridge on Charles river was a nuisance for a great many years on account of the defective draw; but the people of Charlestown are very sensitive on this matter; they would not listen to any one who talked about having but one bridge between them and the city of Boston; they much preferred two bridges. But plans were made for a high level bridge.

Q. (By Colonel GILLESPIE.) It was a case of rivalry — one bridge built in opposition to the other?

A. Originally it was.

Q. Is there any inconvenience arising from the use of Warren bridge in connection with this railroad bridge?

A. They are entirely distinct. As a matter of fact there is a line of sheds along here until you run into the station. I think our plan will show that a little clearer, possibly. [Plan shown.] There are the main stone piers of the station. The shed line follows right down there, and here is a passageway into their freight yard, so that there is a long walk from there to here. They own all this territory down in here, having secured a title to it from the State, and have built a freight-house upon it.

Q. There is no interference there at all with the Fitchburg depot?

A. None at all. There has been a track laid down here, but

even that has not been used for a year or two now, and has been partly taken up.

Testimony of GEORGE W. GALE.

Q. (By Mr. McINTIRE.) You are a lumber dealer in Cambridge, are you not?

A. Yes, sir.

Q. And your father was before you?

A. Yes, sir.

Q. How long have you been engaged in the lumber business in Cambridge?

A. Some thirty-two or thirty-five years.

Q. Where is your present place of business?

A. It is about half a mile above the Cambridge end of West Boston bridge, on the main street.

Q. Is it on the water or the line of the railroad?

A. It is on the line of the Grand Junction Railroad of the Boston & Albany.

Q. How long has it been there?

A. Four years and a half.

Q. Were you or your father ever on the water?

A. All; previous to that was on the water.

Q. All the time for thirty-five years previous to that?

A. Yes, sir.

Q. Where was your wharf then?

A. It was at the mouth of what is called the broad canal, which would be between West Boston and Craigie's bridges, on the Cambridge side.

Q. The west end of the West Boston bridge?

A. Yes, sir.

Q. You have had a business establishment there for over thirty years?

A. Yes, sir.

Q. Now, what in your opinion is the comparative value of wharf property now with what it was twenty years ago, we will say, on Charles river?

A. Well, compared with the value of other property, the same as you would compare it then. wharf property, especially inland wharf property, has greatly decreased in value. Twenty years ago a wharf on the river was considered to be worth considerable money per foot more than land for other purposes. The railroads have rather upset that.

Q. (By the CHAIRMAN.) Then you attribute the depreciation of value to the obstruction to navigation by the railroad bridges?

A. No, sir, I do not. It is owing to the low rates of freight which we now get by rail. As far as my business is concerned, as far as lumber is concerned,—in some cases, for instance, at Gloucester, where there was a wharf and no draws to go through, a man who had a dock there was obliged to go up to the railroad with his lumber. We now largely receive our supplies from the West. That has considerable to do with it.

Q. How would it be in regard to other freights which have usually been brought up the river as to delivery on the railroad as compared with delivery at a wharf?

A. Well, I should say that lumber and coal — coal, of course, before lumber — have been just the commodities that have come by water transportation, and I have not any doubt but what a man could start on a similar location to my own in the coal business to-day and compete successfully with any coal wharves in Cambridge anywhere on the river, at least above West Boston bridge; possibly at East Cambridge.

Q. That is, the price of freight on the railroad would be low as compared with water?

A. It is like this. The tariff on coal is 3 cents per ton per draw. There are about nine bridges up there, which makes 27 cents a ton. You can freight it from East Boston for 30 cents a ton, and that additional 3 cents is more than made up by the advantage arising from the fact that you can buy cargoes of 1,500 or 2,000 tons in steamers which could not come up inland any way, and you can get a lower rate of freight on those large quantities in those large vessels than you can in a schooner of 300 or 400 tons that could come up into inland waters.

Q. Then if you could get larger vessels up through the cost would be less?

A. Exactly; but they would have to be so much larger that the river would not be deep enough to float them.

Q. (By Mr. McINTIRE.) That is, you could not make the river large enough to bring those vessels up?

A. No, sir.

Q. (By the CHAIRMAN.) Suppose the river were closed, would it have any effect upon the railroad prices?

A. I don't think it would make any great change, because we have got so many railroads.

Q. You think they would compete among themselves?

A. Yes; unless you should consolidate all the railroads into one great corporation there would still be the element of competition.

Q. (By Mr. McINTIRE.) During all the time that you were upon a wharf and doing business in that way did you hear any complaints against the management of the city bridges or of their interference with navigation, including from West Boston bridge down?

A. No, sir.

Q. Or since the time you left the wharf?

A. No, sir, I have not.

Q. In your opinion is it necessary for the purposes of navigation, looking at navigation in its most favorable light, to widen the draws, or change those bridges of the cities?

A. I think not. I should think that the facilities were ample for everything that would want to go up the river. I don't think if you should widen the bridges considerably that you would have any larger vessels, to speak of, on the river than you have now, because to bring such vessels up it would be necessary, if they had much greater draughts, to get a greater depth of water.

Q. If I understand you, the people now on the line of the railroad have an advantage over those who are on the wharf?

A. I think so.

Q. That is your experience, is it?

A. Yes. There is one instance in Chelsea, where one of our largest lumber dealers, Mr. T. H. Buck, has a beautiful wharf, which he has to go through only one bridge to get to; but he found that he needed a yard on the Eastern Railroad, and he went up into the city and now has a branch yard right on the line of the road, and he does more business there than on the parent stem.

Q. Is there any demand for wharf property in Cambridge?

A. I do not know of any. I have not known of any wharf business being started in eight years.

Q. Have you known of any wharf being fitted out?

A. I have known of a good many leaving wharves.

Q. Why?

A. They could not make it pay in competition with other localities on the railroads.

Q. (By the CHAIRMAN.) Did the obstruction on the river have anything to do with it?

A. I don't think it did. Years ago, when my father first started in business, it was indifferent where your location was in regard to lumber, coal, or any of those heavy products that came by water; wherever you had your goods to sell people would come to buy them; but as soon as the railroads came in, at every little station, as perhaps you may have noticed, there is a coal and lumber yard. The consequence is that we want to get our lumber right on the main street, so that we can accommodate people. That is the case with Hall's wharf and Hastings' wharf.

Q. Are those around alongside of what was the New England Glass Company, recently purchased by the West End Railway?

A. Yes, sir.

Q. And those wharves are now discontinued?

A. Yes, sir; they were very thriving when I first went into business — considered two of the best stands, and now they have gone into decay and disuse.

Q. (By Mr. RICHARDSON.) Why?

A. My reasoning of it is, that they are perhaps 700 or 800 feet from a travelled thoroughfare; that is, they are at the end of the street, and no one goes by there now unless he goes there on purpose. The horse-railroad tracks run away down the street, and people no longer go down there. They will not go far out of their way if they can get what they want without going out of their way.

Q. I think you have stated that you have given up your own wharf in Cambridge?

A. Oh, yes, sir! I would not go back to that wharf if they would give it back to me free of every expense, taxes, and rent.

Q. Have you any idea of the comparative amount of coal that is carried up Charles river for the accommodation of the few people who buy it there with that that is used in all this large part of

Boston? Have you any idea whether it is one to a hundred, or not?

A. No, sir. There is an immense amount of coal carried by my place on the Grand Junction Railroad from Grand Junction wharf, and some all the way from Cottage Farm up.

Mr. RICHARDSON. — I want to put in a statement which shows the travel over the bridges. I asked Mr. Whiting, who is the chairman of the Board of Police, to get for me the number of passengers and teams which passed over the Charles-river and Warren bridges for a certain number of days last November, and he has them for me.

“ BOARD OF POLICE FOR THE CITY OF BOSTON.
No. 7 PEMBERTON SQUARE, Dec. 3, 1889.

“ J. B. Richardson. Esq., Corporation Counsel: —

“ SIR, — The following statement shows the number of persons on foot and the number of single and double teams crossing on Charles-river and Warren bridges for six days, beginning Monday, November 18, and ending Saturday, November 23, the time being from 6 A.M. to 9 P.M. each day: —

	CHARLES-RIVER BRIDGE.			WARREN BRIDGE.		
	Foot-Passengers.	Single Teams.	Double Teams.	Foot-Passengers.	Single Teams.	Double Teams.
Monday	8,046	2,229	692	13,942	5,261	1,909
Tuesday	6,098	1,884	667	9,849	5,103	2,088
Wednesday	7,296	2,013	815	12,426	4,490	2,095
Thursday	7,624	2,209	565	14,754	5,430	2,598
Friday	7,394	2,105	550	11,420	5,487	2,607
Saturday	9,990	2,145	581	14,550	6,098	2,842
Total	46,448	12,585	3,870	76,941	31,869	14,139

“ Very respectfully,

“ A. T. WHITING,

“ Chairman.”

BOSTON, Jan. 10, 1890.

The hearing was resumed at 11 A. M.

Testimony of CLARENCE P. LOVELL.

Q. (By Mr. RICHARDSON.) Whom do you represent?

A. The National Ship Owners' Association.

Q. To come directly to the point, Mr. Lovell, have the vessels of that association, or represented by that association, experienced difficulty in passing through the draws of the bridges belonging to the cities of Boston and Cambridge? I don't speak of any other bridges, but simply confine my question to those.

A. Never, to my knowledge.

Q. Whether or not, Mr. Lovell, you had some part or connection in procuring the affidavits and statements which last year were forwarded to the Secretary of War and presented to the engineers of the Government, in regard to detentions by the draws on the Charles river?

A. I did.

Q. Won't you state to the Board, in your own way, the position which your association occupies in this matter?

A. The position which the National Ship Owners' Association, of course, occupies in this matter is that it is an association which is composed of the vessel owning interests engaged in the coast-wise trade. It includes vessels of all kinds, and this association was formed to look after the interests of that class of vessels. Probably over 90 per cent. of the owners of vessels that trade through the Charles-river bridges are members of this association, and naturally the association has felt an interest in whatever affected the vessels which trade there. We have been greatly troubled in the passage of vessels through the bridges on the Charles river. Of course, when we were troubled we tried to look up and find what the cause of the trouble was; and the cause was not the city bridges at all, as I have stated, but the railroad bridges. Of course the railroads, under the Massachusetts law, took all the advantage that they could. The law, when it was enacted, was possibly an equitable law; but in the multiplicity of trains it becomes almost a total closing of the draws, and that law has affected us in such a way that it has been almost impossible to move vessels through the bridges. We looked up the cause of this trouble, and found that the cause was with the railroad bridges, not with the city bridges, and we used, naturally, every means that was within our power to obviate it. The coal dealers using the bridges some two or three years ago adopted a certain method which didn't prove to be successful, and we finally found that the United States had given us a remedy, as we supposed,

and we went to work and produced affidavits and letters, which were delivered to the engineer, and from him, I suppose, to the Secretary of War. He deemed that they were proof enough of the necessity of the order which he issued. It would seem by some of those letters as though vessels were detained at the city bridges; but when the matter is looked into you will find that the detention arose not from the city bridges but from the railroad bridges, because it was of no use, for instance, to open the Warren-bridge draw unless the Fitchburg draw was open, because vessels couldn't get through. All we ever have asked for is, that our vessels shall pass through there quickly. We haven't seemed to get much of a remedy until this order was issued. I feel this way, that the city people have gone to work and have used every modern appliance, which has been a great benefit as far as the facility of getting vessels through the city bridges is concerned. That is one reason, I think, that has gone a long way in obviating any complaints which we might make against the city bridges. The railroad bridges to-day have no modern appliances, and, in a measure, that affects the usefulness of the modern appliances which are to-day applied to the city bridges. If the Commission has any questions which they want to ask, I am ready to answer them. I don't think of anything more, but I can answer any questions in regard to the facts in the case.

Q. (By the CHAIRMAN.) Statements have been made before us which have a tendency to show that the area available for wharfage above the lower bridges has been very much reduced by making use of the land for other purposes, and the argument has been adduced therefrom that there is no longer any demand for wharf property as there was formerly, and therefore the river might be closed to navigation. I would like to have you give your idea of what would be the result if all the bridges were closed permanently?

A. I am not in favor of that, because, you might say, I am personally interested. There is quite a large class of vessels that do trade above the seventh bridge there. I think there is somewhere in the neighborhood of 400,000 tons of coal delivered annually.

Q. (By Mr. GILLESPIE.) What bridge is that?

A. Craigie's bridge. Now, being interested in that class of vessels, and that being the place where these vessels trade to, from their draught of water and their width, naturally I should feel that, if that 400,000 tons was cut out, it would bring our vessels into competition with larger vessels. As far as I am personally concerned, speaking from a personal standpoint, I should say that I am not in favor of seeing the draws closed. There are enormous interests involved, when you come to figure them up in dollars and in the amount of goods handled, above that bridge at the present time, which I think can be produced here if it is necessary. I think there have been some figures produced.

Q. The importance of preserving the navigation of the river has been urged again and again in reports of the Harbor and Land Commissioners; but the point seems to be now made, that owing

to the buying up of the land where wharves could be placed, there will be no points where these vessels could discharge their cargoes, and consequently they will not want to come up.

A. I have in mind now a very large concern, which, within the last year, has constructed a very large plant there, and one of their objects was to have a place where they could discharge their coal. I think the purchase of property has been largely on the Boston side.

Q. (By Mr. RICHARDSON.) I would ask whether any large vessels can go up beyond Craigie's bridge, or whether they only carry coal to the railroad bridges?

A. The larger-size vessels, on account of their draught, carry coal to the railroads — the Lowell, Boston & Maine, Eastern, and Fitchburg.

Q. It is only the smaller class of vessels that go up clear beyond the seventh bridge. the West Boston bridge?

A. They count that little Fitchburg bridge.

Q. It is true, Mr. Lovell, is it not, that within the last ten years great changes have taken place, and other changes have been projected on the banks of the Charles river, on both sides?

A. There is no question about that. I don't know so much about the Cambridge side as about the Boston side, but I know there have been on the Boston side.

Q. And those changes, which I suppose everybody admits have taken place, at least to some extent, have had a tendency more or less to wipe out wharf privileges?

A. Yes, of course. Wherever they have bought land for park purposes, of course there is no chance for any more wharfage there.

Q. (By Colonel GILLESPIE.) Will you look over those papers and see if they are the affidavits to which you have referred?

A. There is one that I think bears out my statement. On the face of it, it appears that the vessel was delayed at the Warren and Charles-river bridges; yet it was not the fault of either one of those bridges, but it was the fault of the Fitchburg bridge, which was not opened.

[The affidavit referred to by the witness was that of Nathan A. Harding, dated Nov. 23, 1888. He also selected, as coming in the same category, the affidavits of Isaac R. Kelley, Nov. 24, 1888; Joseph Baxter, Nov. 20, 1888; Darius Dunbar, Dec. 15, 1888; and William T. Blake, Dec. 14, 1888.]

Colonel GILLESPIE. — Will you be kind enough to identify the particular certificates which we have here, to which you made allusion a few moments ago. You made a general statement, which would not enable us to identify the particular documents. The point is this; Mr. Richardson presented you as a witness, claiming that you were instrumental in presenting certain certificates. I only wanted you to identify the certificates which you were responsible for.

A. That applies to all these, because I was instrumental in getting them all.

Mr. RICHARDSON. — What I want to show by this gentleman

and by another whom I shall call is that while general statements were made, in the hurry of business, against all the bridges, they really did not mean all, but they meant to make charges against the railroad bridges only. In some of the letters it appears so expressly, and in others it does not; therefore, to any person reading them, they might seem to include an accusation against the city bridges.

The WITNESS. — There is another which I procured. [Letter of Charles Thompson, Nov. 24, 1888.] Here is another. [Letter of Charles G. Kelley, Nov. 23, 1888.] I will say that this statement here was prepared through our joint committee, which consisted of a committee appointed by the property owners and business men up through the bridges, and the National Ship Owners' Association. This statement of the amount of business there was procured through that joint committee, and this was procured in the same way. [Statement of J. A. Wellington & Co.] There is another. [Letter of J. F. Turner, Nov. 20, 1888.] That paper [referring to another document] I do not know anything about. It was procured, I think, some time before. Probably Mr. Wellington may know about that.

Q. That is Richardson & Bacon's?

A. As I say, I don't know anything about that.

Mr. McINTIRE. — Mr. Russell told me, before this hearing came up, that he was counsel for Richardson & Bacon, and that his clients were satisfied with the city bridges. I supposed he would be here.

Colonel MANSFIELD. — He sent word here to that effect.

The WITNESS. — Here is another. [Letter of J. R. Sharpe, Nov. 21, 1888.]

Q. (By Mr. RICHARDSON.) I see several large lists here, and I would like to ask Mr. Lovell whether those lists are anything more than lists of property owners in Cambridge and along the banks of the river, or whether there is any meaning to them further than simply as showing the value of property in Cambridge generally.

A. Why, it had been represented, you know, that there was not any particular value to the property up there; that real estate was dying out; that people were dying off, and that they were leaving Cambridge, and there was no business interest there; and we went to work and prepared those papers, and we find that there is over four millions of valuation there, all of which property is interested in this matter of freer passage through these bridges.

Q. I know; but I suppose those valuations were simply taken from the assessors' office?

A. Well, when Mr. Wellington comes to be on the stand here you can find out more particularly from him, for that was his branch of the work.

Q. What I want to know is, whether each and all of these parties have, in any way, expressed their views on this subject?

A. I cannot tell whether all of them have, but the principal ones have.

Q. I only want to know what the significance of it is; whether

it is anything more than simply to show that there is valuable real estate up there on both sides of the river, which I suppose nobody doubts?

A. No, sir.

Mr. RICHARDSON. — If these schedules of property are to come in or to have any influence or any weight on this question, I ought to have an opportunity to call the parties, because I understand that these are simply lists taken from the assessors' office of persons who own property in Cambridge, and some of them might want the draws closed.

The CHAIRMAN. — It is not at all necessary that we should know what people think about the bridges; it is a question of the absolute value of property up there.

Mr. McINTIRE. — We want to know what the significance of this is; we want to know what to meet, that is all.

The CHAIRMAN. — They show on the face of them what they are. They show the ownership of property there connected with navigation.

Q. (By Mr. RICHARDSON.) I do not know but it has already appeared very clearly, but I understand your statement to be. Mr. Lovell, that while there are general statements of fault and difficulty with the bridges across Charles river in the statements which you took a part in preparing and sending to the Secretary of War, which are general, and might in general terms, and perhaps do, include all the bridges, it was not intended to make complaints against the city bridges?

A. That is the idea that I wish to convey.

Q. (By Mr. McINTIRE.) Were you instrumental in getting up these lists?

A. I was instrumental in this way: as I said before, the National Ship Owners' Association appointed a committee, the coal dealers and some other interested parties above the bridges had a committee, and that made a joint committee, and through that joint committee these matters were prepared. As far as that goes I was instrumental in getting them up.

Q. You did not mean by presenting these lists to have it understood that the individuals and corporations which are enumerated here are interested in or desire to have any change in the draws of the city? There is no significance of that kind in the lists?

A. They were presented for this purpose, — to show that there was a very large business interest up through there; and that, there being a large business interest up there, it was natural that they should want as free and as uninterrupted connection by water as possible.

Q. What I meant to say was, you did not mean that the gentlemen named here have signified that they desire a widening of the draws or removal of the city bridges?

A. I don't say that; I say that I understand those people there, to a man, were opposed to the closing of the draws of the bridges.

Q. These people who are mentioned in these lists are all aware of this hearing, are they not?

A. To-day?

Q. Yes, and yesterday, or nearly all of them.

A. The general public read, I suppose. It has been advertised in the papers. That is as far as I can say; I don't know.

Mr. McINTIRE. — I wish to call attention to a few of the names on this list: "Charles River Embankment Company, Frederick L. Ames, Harriet A. Porter, Charles H. Souther, John Souther." Those were all represented yesterday by Mr. Hyde, and you heard what he said. Those are the first names I see on the list. The city of Cambridge is represented on this list, and it is represented by the Mayor of Cambridge here to-day, and I see many others; so if there is any significance to be attached to this list in favor of widening the draws, I could show, probably, that all those individuals, or nearly all, are against it.

The CHAIRMAN. — The object of presenting that list Mr. Lovell has stated.

Mr. McINTIRE. — Yes, that they were property owners.

Testimony of HENRY H. GILMORE.

Q. (By Mr. McINTIRE.) You are the Mayor of the city of Cambridge?

A. I am.

Q. And this is your second term?

A. The beginning of the second term.

Q. You have been a member of the Board of Aldermen?

A. Yes, sir.

Q. And you have lived in Cambridge how many years?

A. Twenty years.

Q. And you have personal property interests in Cambridge, have you?

A. Yes, sir, to some considerable extent.

Q. What business are you interested in there?

A. In the manufacture of iron, — a rolling-mill.

Q. The Cambridge Rolling-Mill?

A. Yes, sir.

Q. And you are situated on the Broad canal?

A. At the head of Broad canal, and we line upon it something more than 1,000 feet.

Q. And that 1,000 feet is wharf property, is it?

A. All eligible for wharf purposes. Perhaps 400 or 500 feet of it is utilized in that way.

Q. You have occasion to use large amounts of iron and coal?

A. Coal, sand, and lumber, in some forms.

Q. Now, whether the railroad passes near by your rolling-mill?

A. It passes on the southerly and easterly end of our land. We own about three acres in one piece there, resting on the Broad canal, the Boston & Albany Railroad, and Portland and Binney streets. The Broad canal and the Boston & Albany Railroad form the boundary lines.

Q. Will you be kind enough to point out where the Broad canal is, there?

A. This being the West Boston bridge [referring to plan], the Broad canal comes here and runs up to Portland street, and our works take in this square [pointing]. This is the Boston & Albany Railroad. The land runs north to this street and there is about 50 feet in front on Portland street, between Binney street and our property, and we then run on the south-west side to the Broad canal, — only to the bed of the canal, — which used to be North canal, which has since been closed up. This canal [pointing], is 80 feet in width from the Charles river, and it is excavated with sloping sides from the centre, perhaps 20 feet in width, and the original contract is, that vessels occupying it shall permit others to pass and repass, so that a vessel more than 28 feet in beam would obstruct the canal to free navigation by other boats. So if the draws of the lower bridges were 100 feet wide, it would make no difference as regards this canal, and, as I have tried to show, a large part of the commerce coming up through the lower bridges is delivered on this canal, — not through the West Boston bridge and up the river, but below West Boston bridge.

Q. Do you know what proportion of the commerce of the river comes up on that canal?

A. Well, near the mouth of it, at the junction of the canal with the Charles, is the Cambridge Gas-Light Company's works, using 12,000 tons of coal annually; and on the other side of the canal, just above their location, was the Wellington Coal Company formerly, now Thompson & Baker Co., who handle at least 10,000 tons of coal annually. Then we come to the Third-street bridge, the bridge across the canal. There are two bridges and a railroad bridge across the Broad canal. Above the Third-street and above the Sixth-street bridge — or just below the Sixth-street bridge — is a coal wharf. I don't know what amount of coal they handle, but they do quite an active business, handling 6,000 or 7,000 tons a year; and immediately above the Sixth-street bridge is the American Rubber Company, one of the largest in New England. Their consumption, I think their engineer told me, was in the neighborhood of 20 tons a day when they were running full time. Then above the railroad bridges and opposite our own location on Broad canal is the Boston Woven Hose Company, using some 8 or 9 tons daily. Our own rate of consumption is 10 or 15 tons a day; but while we were formerly using the Broad canal for the purpose of bringing up our coal, we find that there are better facilities for getting it by the railroad having branch tracks in our yard where we are, and getting it at less expense. The Cambridge Gas-Light Company, the Thompson & Baker Co., the American Rubber Company, and the Woven Hose Company are compelled to use the canal.

Q. What draught of vessels go up that canal?

A. It is not safe to undertake to get up with more than $8\frac{1}{2}$ feet.

Q. What is the ordinary beam?

A. You seldom find a vessel of that draught more than 28-feet beam.

Q. You mean at low water?

A. I mean at high water. At low water there is no water in the canal at all. For two hours in the day the canal is dry.

Q. (By Mr. McINTIRE.) There was a system of canals years ago in Cambridgeport of which this is a part?

A. Yes, sir.

Q. And the remaining canals, excepting the Broad canal, have been filled up, have they?

A. Yes, sir. We formerly received all our coal in the same way the other companies do. I ought to state the reason why the American Rubber Company, for instance, which is the largest consumer, is compelled to use the canal. It is because, from their location, it is impossible to get a railroad track into their yard. They are compelled to discharge into lighters, and their coal is towed up by means of tugs, and is discharged on the side of the canal. It is an unfortunate situation for them, but it is so.

Q. Can you say what proportion of the navigation above Canal bridge enters Broad canal? I don't mean the exact proportion, but I think you told me this morning about what proportion of the navigation that entered the Charles river went above Charles-river bridge.

A. In addition to the coal that is landed in Broad canal, — I have not named all the parties who procure their coal in that way, because their consumption is not so large; there are several of them that procure their fuel in that way. Inside the Third-street bridge is a large lumber wharf, and last year their delivery was 10,000,000 feet of lumber. So far as I have been able to gather the facts, there is quite as much going up the river, taking out the material used in the construction of the new Harvard bridge, which has temporarily added to the use of the river, — quite as much of the commerce of the river is delivered below West Boston bridge as above it, with a tendency to increase.

Q. (By Colonel GILLESPIE.) What is the source of your information on that subject?

A. Being for twenty years located at the head of this canal, and having had for all those years actual knowledge of these places, being a resident of Boston and Cambridge.

Q. (By the CHAIRMAN.) You have not made any special count in order to get the statistics?

A. Our Bridge Commissioners have furnished the number of vessels that have passed through the bridges on this canal, with the amount of material, including some 16,000 tons of coal that passed up.

Q. (By Colonel GILLESPIE.) That is in relation to the canal; but I mean, generally, in regard to the bridges?

A. Our Commissioner of Bridges, Mr. Marvin, gave you yesterday the full amount of the tonnage there.

Q. (By Mr. McINTIRE.) In your opinion, is there any demand for the widening of the draws or raising the bridges of the cities?

A. In my opinion there is no need of it.

Q. Now, you know there have been many wharves on both the Boston and Cambridge sides that have been obliterated within the past ten years?

A. Yes, sir.

Q. Is there any demand for wharfage that you know of at the present time above the Canal bridge?

A. I know there are wharf rights that are not occupied and are advertised to be rented. As I have already said, we should be very glad to dispose of some of the land that we have that might be used for that purpose.

Q. Whether the city owns any wharf property?

A. Yes, sir; it has two wharves which are accessible by Charles river.

Q. And whether the city has attempted to sell that property?

A. Yes; not only that, but it is not able to make any use of either of them to any extent.

Q. And they are practically vacant, are they?

A. Yes, sir; one entirely so, and the other almost entirely so.

Q. Whether the city has not offered that wharf property for about half, or a little less than that, of the amount of money which it paid for that property — if you know?

A. I am not able to say that; I don't know.

Q. You don't know how much the city paid for it?

A. No, sir.

Q. I understood you to say that you received a great deal of your freight by rail?

A. Yes, sir.

Q. And the reason of that is what?

A. Because it is cheaper to do so, — very much cheaper. We can obtain it at all seasons of the year. We are not obliged to lay in such immense quantities to carry us through the winter season as formerly; but still it is an advantage to us to have the navigation of the Charles river kept open, so that if the railroad charges too much for carrying the freight we can resort again to the river, as we did before. I don't want to be understood as saying that I think the draws ought to be closed — not at all; but that they ought to be widened or the bridges raised seems to me a preposterous proposition. I believe the business on the stream does not warrant it.

Q. Whether there has been any change in the demand for wharf property since 1880?

A. There are more vacant wharves, I should say, in Cambridge to-day than there were then.

Q. Whether that is due to the width of the draws, or to other reasons?

A. The largest enterprises that have been undertaken in Cambridge, in a manufacturing way, are located back from the water, depending upon railroad communication; and one recently built by the Blake Pump Company, where they propose to employ at least 400 men, a very fine manufacturing building, is built at a distance from either the Broad canal or the Charles river; but they satisfied themselves on the start that they could have railroad connection, and in that way procure their fuel for less money than they could if they were on Broad canal or on Charles river. On account of the difficulties between the bridges, a mere

widening would not have any effect. Whether the bridge is 40 feet wide or 60 feet wide, there is no saving to the consumer.

Testimony of HORATIO WELLINGTON.

Q. (By Mr. RICHARDSON) Your name?

A. Horatio Wellington.

Q. Where do you reside?

A. I reside in Charlestown; my wharf is in East Cambridge.

Q. What business do you carry on, Mr. Wellington?

A. Coal business.

Q. To come right to the point—in your opinion, does the interest of navigation require the raising of the bridges across Charles river or the widening of the draws?

A. Well, from a business experience there of thirty-six years, I should say that eventually the draws will have to be widened. I would say this, that we have no detentions from the Boston or Cambridge bridges,—not at all, and have no desire that they should be widened at present. It strikes me—it is my judgment in the matter—that before many years the Charles-river bridge will have to be rebuilt, and that will be time enough, perhaps, to have a better draw or a wider draw than they have now. The draws should be, according to the State law, 36 feet wide, but they are not, for some reason or other.

They might have been built 36 feet wide when they were built, but I don't believe some of the railroad bridges are over 35 or 35½ feet. Our detention has been at the railroad bridges, as has been stated heretofore. We have never had any desire to have the city of Boston widen the draws or raise them. Vessels can get through the Charles-river and Warren bridges without any detention at all. As it was said here yesterday, all the detention has been by the railroads.

Q. Did you have anything to do, Mr. Wellington, with procuring and furnishing the statements and affidavits which were sent to the Secretary of War last year?

A. I did, so far as the statistics above the bridges were concerned—above the seventh bridge—I know nothing about any of the others. I am located just above the seventh bridge.

Q. (By Colonel GILLESPIE.) You mean Craigie's bridge?

A. Yes, I mean Craigie's bridge. That is the seventh bridge. The West Boston bridge is the eighth bridge. Vessels coming to my wharf do not go through the eighth bridge, and I cannot say anything about the detentions there; there have been none at mine.

In regard to those statistics, I will state that we have always had a great deal of trouble with the railroads and great detention by them. As has been said here, they have done pretty much as they were a mind to. We were so annoyed by the delays of vessels in getting through the railroad draws, that it was almost impossible to get vessels to come there. We petitioned the Legislature last year for better facilities, and then, in order to make our point pretty strong, we collected the statistics of the business done above the seventh bridge, and those are the statistics which are

presented here to-day, which I had something to do with getting up.

Q. Those are merely statistics of property owners up there?

A. Yes, those interested in navigation.

Q. Do you mean that the committee shall infer from that that all those men are interested in having anything done to the city bridges?

A. I don't think those gentlemen would desire the draws widened at this time or raised; but we wanted better facilities through the railroad bridges, and in order to fortify our case as much as we could, we collected the statistics of the business done above the bridges. There was a bill passed by the Legislature last year which has given us great relief; I admit that. The question was asked here yesterday, I think, of two or three gentlemen, why the draws were reduced from 44 feet to 36 feet. Originally the draws were only 30 feet wide, and when those were built it was perfectly satisfactory to everybody. When I first went into business, 36 years ago, a vessel that brought 150 or 200 tons was considered a good-sized vessel, and vessels of that size could come through; but they began to grow larger and larger every year, and we felt we should be unable to do business above the bridges unless we had some wider draws in the bridges.

Q. (By the CHAIRMAN.) Forty-four feet was inserted in the law of 1869, then it was reduced, first to 38 feet, and subsequently, about 1873, I think, to 36 feet?

A. That was done as a sort of compromise with the railroads, because we thought if the draws were 36 feet wide that the vessels built at that time could go through them very well. But we made a mistake. We ought to have insisted upon a width of 40 feet at least, because it would have cost but very little more. But at that time the railroads argued that it was almost impossible to build a wide draw. It was hard to convince them, or perhaps the Legislature, that they could handle a 40-foot draw as well as they could one of 36 feet.

Q. (By Mr. RICHARDSON.) Are there any appliances, so far as you know, which the city might furnish on their draws, to aid vessels through, which they do not now furnish?

A. No, sir; the present arrangement is very satisfactory indeed. Four or five minutes is as long as any carriage or horse-car is detained at any of the draws. If the railroads would only put the same appliances to their draws, we would have no trouble. They work them by hand power.

Q. Do you think if the railroads had been provided with steam power to move their draws, and the same facilities for assisting vessels through the draws, that this question about the obstruction to navigation would have arisen?

A. Well, that is a question I cannot answer. At the same time, it would not have come so soon, I think, if the railroads had given us the facilities that the city of Boston has. But we shall need wider draws some time.

Q. (By the CHAIRMAN.) How wide?

A. Well, I should say if they were going to build new draws,

they might just as well build them 50 feet wide as anything else. That would last for all time. It has been said that only small vessels come up through the bridges. I have had vessels of 850 tons come to my wharf through those bridges. I had one vessel of 750 tons which ran for me three years.

Q. (By Colonel GILLESPIE.) What would be the beam of a vessel carrying 750 tons?

A. Well, it is according to how they are built. This one of 750 tons only drew $12\frac{1}{2}$ feet of water.

Q. I mean the beam?

A. She was only 33-feet beam, I think.

Q. (By the CHAIRMAN.) An alternative plan was mentioned yesterday to meet the demands of commerce on this river; namely, to suppress the draws entirely and give a headway of 12 feet above high water. What would be your idea on that subject?

A. I don't think it would be beneficial, on the whole. As far as I am concerned, it wouldn't make much difference to me.

Q. As a general thing, it would not be so good as having suitable draws?

A. No, sir, it would not.

Q. (By Mr. MCINTIRE.) Do I understand you then, Mr. Wellington, that in your opinion there is no present demand for a change in the city bridges?

A. I find no fault with them.

Q. I am speaking now of the public demand?

A. No, I should not think there would be. That is my idea in regard to it. If the railroads would give us the proper facilities, we should be satisfied; I am, at any rate, for the present.

Q. That is the way I summed up your testimony, and I wanted to know if that is what you meant?

A. Yes, sir.

Q. (By Colonel GILLESPIE.) You stated that, eventually, the draws would have to be widened. Now, what future interest will there be to demand the widening of the draws?

A. Well, the amount of commerce and traffic that is to go up the river. Vessels are being built wider and wider every year. There are a great many vessels now that would come to my wharf only that the bridges are not wide enough for them to come there.

Q. There is a demand, then, for this large class of vessels to go above the bridges?

A. There is. The larger the class of vessels we could get, the better it would be. We should then have an opportunity to compete with the dealers below the bridges. We have 15 feet of water, and could have more at our wharf, and many of these large vessels do not draw more than that to-day; but they are too wide to come through the bridges.

Q. (By Mr. RICHARDSON.) Are there any vessels carrying anything but coal, as far as you know, that would be wider?

A. I couldn't answer that question. I don't know. I think if the draws were wider the Revere Sugar Refinery would bring their sugar right direct to their factory; still, I won't say as to that. I don't recollect now of any other.

Q. So that the coal interest is the only one in the future, that you can see, that would demand it?

A. That is the one I am most directly interested in and most familiar with. I couldn't answer as to anything else.

Q. (By Mr. McINTIRE.) A single question in regard to the last answers you have made. I gather from what you have now said that you think at some future time, if the bridges should have to be altered, repaired, or rebuilt, it would be well to widen the draws?

A. I do, certainly.

Q. But as the bridges now are, for the present, the public are well satisfied with the cities' bridges and with their present management?

A. I think they are. It seems to me that if the city of Boston should be required to widen these two bridges — Charles-river and Warren bridges — it would be a very great expense, and they would perhaps have to do it over again when they rebuilt Charles-river bridge, which will have to be done before many years.

Testimony of WESLEY A. GOVE.

Q. (By Mr. RICHARDSON.) You are doing business, Mr. Gove, in Boston?

A. Yes, sir, in East Boston.

Q. And you are at present a member of the Boston Board of Aldermen?

A. Yes, sir.

Q. What is your business?

A. Coal and wood and mason stock.

Q. Have you any difficulty in passing the city bridges with vessels?

A. So far as my business is concerned, I have nothing whatever to do with the city bridges or what are called the North End bridges. My coal, and all merchandise that I deal in, is landed in East Boston, and there are no bridges to go through. I am somewhat interested, or quite largely interested, in tow-boats, and those, of course, are obliged to go up through the bridges spoken of here before this Board; and while I have talked with quite a number of the captains of those tow-boats, at different times, I have never heard any complaints against the Boston or Cambridge bridges, but most or all of the complaints are in reference to the railroad bridges. All of the delay comes from the railroad bridges. I should like to say, with your permission, just a word in answer to the remarks made by Mr. Humphrey, of the Boston Tow-Boat Company, yesterday. He suggested that if the bridges were raised 12 feet the difficulty would in a manner be obviated. Now, if it should be deemed advisable, and the Warren and Charles-river bridges should be raised 12 feet, the railroad bridges as they are now constructed would have to be raised 18 feet, because the lower or bottom side of the railroad bridges is 6 feet nearer the water than the bottom or lower side of the Warren and Charles-river bridges. I don't know but what those railroad bridges could be

so constructed that the lower side would be as far away from the water as is the case with the Charles-river and Warren bridges; but, as now constructed, they are six feet nearer the water than either the Warren or Charles-river bridge. I think that is the case with all the railroad bridges.

Q. Referring to that idea of Mr. Humphrey, do you think it a practicable or advisable thing to raise the bridges across the Charles river 12 feet?

A. I don't know what the object can be. I don't quite understand what his idea was. Of course, all vessels, and barges as well, going up the river, have masts anywhere from 40 to 60 feet high, and the draws would have to be run off, just the same as they are now run off, to let those barges or vessels pass through. I don't understand what difference it could possibly make. Then, while some of these coal-barges could go through loaded, when they came back their sides would be some 18 or 20 feet above the water, and they couldn't come down without the draws being run off. I also differ somewhat from my friend and neighbor, Mr. Wellington, as to the probable growth of the coal trade up there. My idea is that the cities of Lowell, Lawrence, Haverhill, and all those places will be supplied by rail, direct from the mines, and not, as they have been heretofore, by tide water. Of course, the coal is brought from these different places and carried by rail to the different cities, and it is the purpose now, since the new bridge has been completed across the Hudson, to bring coal to those cities directly from the mines and not by tide water. I don't mean to say that Mr. Wellington's business will be decreased at all; on the contrary, I trust it will grow; but the suburban towns and cities, I think, will have their coal brought by rail, rather than by tide water.

Q. You spoke of your interest in tow-boats; to what extent are you interested in tow-boats?

A. What number?

Q. Yes, sir.

A. Eleven.

Q. What is the name of your company?

A. I am an owner in the Commercial Wharf Tow-Boat Company, the Lewis Wharf Tow-Boat Company, and the Union Wharf Tow-Boat Company.

Testimony of EUGENE NELSON.

Q. (By Mr. RICHARDSON.) Your name?

A. Eugene Nelson.

Q. Your business?

A. Coal.

Q. What is the name of your firm?

A. George A. Winslow & Co.

Q. Very large dealers, are they?

A. Yes, sir.

Q. Where is the wharf of your company?

A. On Causeway street, between the Charlestown bridges.

Q. That is, between the Charles-river bridge and the Warren bridge?

A. Yes, sir.

Q. How long have you been there?

A. Ten years.

Q. You are one of the largest dealers in New England?

A. We are among the largest dealers in Boston.

Q. Do your vessels have any difficulty in getting through Charles-river bridge?

A. Not at all.

Q. Have you had any complaints to make against the operation of the draws of those bridges?

A. No; they handle them very nicely.

Q. You must be where you can see also the operation of vessels passing through Warren bridge.

A. They pass through there very quickly, and the street travel is interrupted very little. I see but very little detention.

Q. How long do you say it takes to open the draw of either of those bridges?

A. Well, from two to five minutes. I drive over the Charles-river bridge a great deal, and I have been stopped there. There have been times when they have opened the draw and closed it, I think, in less than three minutes, — a very short time. I don't think I was ever detained five minutes.

Q. Of course your vessels come up to your wharf only through one bridge?

A. Through the Charles-river bridge.

Testimony of BYRON F. BRAGDON.

Q. (By Mr. RICHARDSON.) Your name?

A. Byron F. Bragdon.

Q. You are Harbor Master of Boston?

A. Yes, sir.

Q. You are familiar with the Charles-river bridges, — Charles-river and Warren bridges particularly?

A. I am.

Q. How long have you known them?

A. I have been connected with the harbor and the harbor police for twenty-two years.

Q. How long have you been Harbor Master?

A. I have been Harbor Master since last April.

Q. Who was Harbor Master before you?

A. Captain Gould.

Q. He is not living now?

A. No, sir.

Q. How were you connected with it before?

A. Before that I was one of the assistant harbor masters, previous to his death.

Q. You are brought in communication as much as any officer with masters of vessels, vessel owners, and people who use the

draws and pass the bridges — as much as any man in Boston, and probably more?

A. I am, yes, sir; every day we have matters pertaining to vessels brought before us.

Q. As far as you know, Captain Bragdon, do vessels have any difficulty, or are they detained, in passing the draws of the Charles-river or Warren bridges?

A. There never has been any complaint, to my knowledge, during the time I have been there, about any difficulty in passing either one of those draws, — none whatever. The masters of vessels have complained among themselves about getting their lines across each other, and trouble of that kind, but there never has been any trouble about getting through those draws at any time.

Q. Will you explain to the Board whether or not vessels are sometimes detained below Warren bridge, and, in that case, what the difficulty is?

A. In the fall of the year, when coal is coming very fast, in an easterly wind, vessels are detained around the cape, and then when the wind hauls out to the south-west. they come in very fast. They get as far as the first bridge, and there they accumulate, waiting for a chance to get through the railroad bridges. There has never been any detention at the other two bridges. They can take them there just as fast as they can get them through the others, and much faster, — as fast as they want to go. As far as widening the draws is concerned, I think they are plenty wide enough now. There have been, I think, eight vessels built in Boston within the last year, and I am safe in saying that only one of those eight vessels would be hindered in going through the draws. One of them, the “Emery,” — the last one built, — was 36 feet. The rest of them were all under that width. I have also seen the time when it would have been better if the draws had been narrower. I remember here, within a short time, of a barge getting through the two bridges all right, but grounding between the Fitchburg and Boston & Maine bridges, so that she could not move either way. A tow-boat (I have forgotten the name now) tried to tow her, but she had to lie there during one tide. If the draws in that case had been narrower, she wouldn't have gone through in the first place, and there wouldn't have been any trouble up there. She drew 21 feet of water. It was high water when she went in. She was one of Morse's barges.

Q. Would any larger vessels than can get through the present draws have much of any chance of navigating the Charles-river basin?

A. I should say not. The larger vessels require a great number of tow-boats to handle them. The channel is very narrow. Those English steamers that come up there require five or six tow-boats sometimes to swing them in the channel, to make a landing at the different wharves on the easterly side of the city.

Q. How is the channel in Charles river passing from Craigie's bridge up to Cottage Farm bridge?

A. Very narrow and shallow. There isn't much water in it and it is quite crooked.

Q. Can it be navigated without the aid of tow-boats?

A. No, sir. A very light draught vessel might possibly sail up through. There is a rise and fall of the tide of ten feet, which of course occurs in every harbor. She might float at high tide.

Q. Can vessels of large size get up to Cottage Farm station at low tide, anyway?

A. No, sir; they could not. As far as vessels are concerned, I think now they have arrived at their limit. Most of this large class of vessels that have been built 40 feet or so beam are lost, or, if not lost, they have injured themselves so much that they don't pay. The "Gov. Ames," a large vessel, was found bottom side up in Australia somewhere, and the "Millie Bowen," a four-masted vessel, has met with disaster.

Q. (By Colonel GILLESPIE.) Are those disasters the result of the size of the vessels?

A. I think that is the cause entirely. They are most of them dismasted, and often at the start something is carried away aloft, they are so heavily sparred.

Testimony of LEWIS W. SWAN.

Q. (By Mr. RICHARDSON.) You are Assistant Harbor Master?

A. Yes, sir.

Q. How long have you been?

A. Ever since the office was created,—some ten or eleven years.

Q. Are you familiar with the draws of the Charles-river and Warren bridges on Charles river?

A. Yes, sir; I am. For the last thirty-five years I have been on Boston Harbor, on the water principally.

Q. Has there been any difficulty, captain, in getting through the draws of those bridges?

A. I never heard any complaints in regard to the draws of the city bridges; I have heard a number of complaints in relation to the railroad draws.

Q. I refer simply to the draws of the city bridges?

A. No, sir; not one to my knowledge, since I have been on the harbor.

Q. (By Mr. MCINTIRE.) Would you endorse what Capt. Bragdon has said in regard to the navigation of the river above the bridges, as to vessels having reached their limit, practically, as to breadth of beam, in the navigation of the river?

A. I do, sir.

Q. Do you think the draws are of sufficient width for all vessels that can practically navigate the stream?

A. I do, sir, for the depth of water in the river.

Q. (By Colonel GILLESPIE.) What do you consider the controlling depth in the Charles river?

A. Well, it is navigable at low water for vessels drawing from 9 to 10 feet of water.

Q. You mean to say it is navigable for vessels having a draught of 10 feet or less?

A. I do, sir.

Q. (By Mr. McINTIRE.) And the channel is crooked, I believe your experience shows, above the bridges?

A. Very crooked, yes, sir.

Testimony of EDWIN L. PILLSBURY.

Q. (By Mr. RICHARDSON.) Where do you reside, Mr. Pillsbury?

A. In Charlestown.

Q. Mr. Pillsbury, you were a member of the Senate of the last Legislature of Massachusetts?

A. I was, sir.

Q. And chairman of the Committee of Railroads, I think?

A. Yes, sir; I was.

Q. Whether or not that committee had before it petitions of masters and owners of vessels in respect to detentions in getting through the bridges across Charles river?

A. There was introduced into the Legislature a petition by Horatio Wellington and others, including masters of vessels, to that effect.

Q. Whether that petition was referred to your committee?

A. That petition was referred to the Committee on Railroads; yes, sir.

Q. Did the committee have public hearings?

A. Yes, sir; public hearings.

Q. Whether or not notice of those hearings was given in the newspapers?

A. Notice was duly given to the public through the newspapers according to law, and the hearings were very fully attended by parties interested in navigation above the bridges and those having business interests there.

Q. I want to ask you, Mr. Pillsbury, whether or not everybody had a chance to say all he desired to say about any detentions at any of the bridges across the river?

A. The fullest and freest opportunity was given to every one to testify.

Q. Those hearings were held last winter or spring in the State House, in Boston?

A. Yes, sir; in the spring of 1889, at the State House in Boston.

Q. Whether any complaints were made of the bridges owned and controlled by the city of Boston or Boston and Cambridge?

A. None whatever.

Q. You reside in Charlestown and are somewhat familiar with the bridges leading from Boston to Charlestown, I suppose?

A. I am, sir.

Q. As far as you know or have heard, are there any complaints, or have there been any complaints, against the bridges, as to insufficiency of the draws or inefficiency in the management of the draws of those bridges?

A. There has been none, sir. On the contrary, it is a matter of remark that the draws are open a very short while for the passage of vessels; that they pass through very expeditiously, by means of steam appliances.

Q. There was no evidence of any complaints against the city bridges?

A. None, whatever, sir.

Testimony of BYRON F. BRAGDON, recalled.

Q. (By the CHAIRMAN.) I would like to have you tell me the width of beam corresponding to these different draughts. Take a vessel of 10-foot draught, what would her beam be? Then 12 feet, and so on. Begin, if you please, with 8 feet.

A. That depends on whether they are centre-board vessels or keel vessels.

Q. I mean, what kind of draw should be provided for a vessel drawing 8 feet of water? That covers the worst and most unfavorable case, of course.

A. A vessel drawing 8 feet of water would not require more than a 20-foot draw.

Q. Now for a 10-foot vessel?

A. Perhaps 2 feet more, — 22 feet.

Q. For a 12-foot vessel?

A. Well, it would go on increasing, I should say, two feet in width to one in draught.

Q. I gave you 8 to 10 and you increased only 2 feet. Perhaps it will be better understood if I put the question in this way: Take a vessel that draws 30 feet of water, what would her beam be? I wanted to get at some rule.

A. There isn't any rule that I know of that you could go by. For instance, the "Emery," the last one that was built, was 182 feet I think, in length, and she was 36 feet in beam.

Q. How much did she draw?

A. She drew, probably, between 17 and 18 feet of water.

Q. What I want is not any particular vessel, but as an engineer planning a drawbridge. I want to know how much width I must give when I know my depth of water. That is a practical question which you can answer, doubtless. You know the range, and you would take naturally the widest vessel as the one that would draw the greatest depth of water in the channel. You say a vessel with a draught of 8 feet would require a 20-foot draw?

A. Yes, sir.

Q. I said 12 feet and you said what?

A. Twenty-two feet.

Q. That is, 1 foot increase of width for every additional foot in depth?

A. Yes, sir.

Q. You think that allowance is ample enough?

A. Yes, sir.

Q. Then a vessel with a draught of 16 feet could go through a draw 26 feet wide?

A. Yes, sir.

Q. (By Colonel GILLESPIE.) Is not the beam rather more dependent upon the tonnage than upon the draught of water?

A. Yes, probably it is.

The CHAIRMAN. — Vessels cannot go beyond a certain beam without drawing more water, and I wanted to establish some rule in regard to the comparative draught and beam of vessels. I have asked the witness in regard to the proportionate increase of the beam of a vessel as its draught increases, and he has, given me as a rule, that it increases 1 foot for every foot.

Q. (By the CHAIRMAN.) Are you sure that a 10-foot vessel could go through a draw based on your rule?

A. I think it could. I think the majority of coal vessels are centre-boards.

Q. Of course I want to get the average. I don't want the worst one nor the best — I want the average.

A. In a centre-board vessel of course the beam increases. As a general thing, a centre-board vessel has more beam than a keel vessel.

Q. Then these draws are absurdly wide, — 36 feet, — because they could be narrowed 10 feet without serious damage to navigation?

A. Well, they are wide enough now, I consider, for what goes up there — for the draught of water.

Testimony of HENRY MANLEY, recalled.

Q. (By Mr. RICHARDSON.) I asked you yesterday to state to the Board the width of all the bridges on the Charles river; you had not your latest measurements here and offered to get them. Now will you state?

A. At Charles-river bridge, the lowest bridge, the opening for vessels is 36 feet in width; that is, measured in the narrowest place. The openings for vessels are not precisely mathematical forms, but somewhat irregular, from the construction of the bridges; and in these measurements it is intended, and accomplished, that the measurement taken shall be the narrowest measurement. Warren bridge, the next bridge belonging to the city, has an opening 36 feet and 3 inches wide; that is to say, a vessel 36 feet and 3 inches wide can be carried directly through. The next bridge is the Fitchburg. It first has a highway bridge for teaming freight, which has an opening of 36 feet, and at the Fitchburg Railroad bridge proper the width measures 36 feet. The next bridge is the Boston & Maine. The width of the opening in that bridge is 35 feet 7 inches. The next is the Eastern; that is 35 feet 10 inches. The Lowell passenger bridge adjoins that; the water-ways make one passage, and that has a width of 35 feet 10 inches. The next is the Lowell Railroad freight bridge, which has a width of opening of 35 feet 8 inches. Next is the Canal or Craigie's bridge — 35 feet 10 inches. The next is West Boston bridge. That has two openings for vessels, the one on the Boston side of the draw is 35 feet 8 inches wide, and the opening on the Cambridge side, which is the one that is the more often used, is 36 feet wide. The next is the new Harvard bridge, which has an opening of 36 feet 8 inches. I might say with respect to these measurements, that they do not always gauge the width of a vessel that might pass through,

because at certain stages of the tide, although she might be wider than the draw, her widest portion might be high out of water if she was light, and by skilful handling she might be worked through, even if she was considerably wider in her widest part than the opening. But at any stage of the water a vessel of any width could get through, with these measurements.

I want to say one word about putting vessels through these draws. You see at once that it is for the interest of the city of Boston to get them through just as quickly as possible. If there is any way we know of that will facilitate that, we will adopt it at any time.

Testimony of ALANSON W. BEARD.

Q. (By Mr. RICHARDSON.) Mr. Beard, when were you collector of the port of Boston?

A. From 1878 to 1882.

Q. And you were brought during that time very largely into connection with the shipping interests, were you not?

A. Somewhat so, yes, sir. The port was much crowded at that time with our import and export trade, and there were a great many consultations and considerations with regard to needed facilities.

Q. Were any complaints made to you of difficulties met with by vessels in passing the draws of the bridges owned and controlled by the city of Boston?

A. I never heard of any either during those four years or in the thirty-seven years of my mercantile life in Boston.

Q. Are you at all familiar with the changes that are going on in respect to the locality of the shipping interests of Boston?

A. Well, at present only in a general way. I know a great many improvements were made on the East Boston side and on the South Boston side about the time I was collector and since.

Q. Whether or not the shipping interest has, within ten or fifteen years, changed its locality to some extent, and if so, in what way?

A. I couldn't say so much in regard to that, because I have not been into the details of it; but I have supposed that the business grew less and less in the locality connected with the bridges, above the bridges. So far as the Custom House is concerned, the business that had to be looked after above the bridges was very light.

Q. Taking the interests of commerce in the larger sense, — goods of all kinds, aside from coal and wood, — is there much of any interest of that sort, or has there ever been, as shown by the freight going above the bridges?

A. I have never heard of any complaint with regard to any lack of facility or any need of improvement from parties interested. I never have heard of any difficulty in that regard.

Q. Well, what I want to get at is, does the interest of navigation, in your opinion, require the raising of the bridges across the Charles river?

A. From my point of view, I cannot see why it is required any more now than it has been for the last forty years. There certainly has been no clamor about it; it has not even been a matter of newspaper discussion.

Q. Or the widening of the draws of the city bridges?

A. I never heard of any complaint on that score.

Q. (By Mr. McINTIRE.) You were a member of the Legislature of 1869 and 1870, weren't you?

A. I was in the Legislature of 1870 and 1871.

Q. The Legislature of 1869 passed a law that the draws of the bridges should be widened to 44 feet; the Legislature of 1870 reduced it to 36 feet, perhaps you remember. I don't know whether you have thought of this lately, or not?

A. No; I was a member at that time, but I don't remember about it now.

Q. You don't remember the cause of the change?

A. No, sir. It was not a matter that excited very much discussion; if it had been, I should have remembered it. At that time I represented the town of Brookline, and a portion of Brookline was on the river, — the wharves up near Cottage Farm. If there had been any serious complaint about the draws not being wide enough, I should have heard from my constituents, who owned those wharves.

Testimony of CAPT. ALFRED W. SMITH.

Q. (By Mr. McINTIRE.) You are the draw-tender, Captain Smith, of the Craigie or Canal bridge, are you?

A. Yes, sir.

Q. And you had been a sea-captain previous to that for how many years?

A. Twenty-seven years I was at sea, — not captain all that time.

Q. How long have you been in charge of the draw of Craigie's bridge.

A. Seventeen years, sir.

Q. Now, I would ask you whether you have ever heard any complaints from masters of vessels or others as to the width of the draw upon that bridge?

A. None whatever, sir.

Q. Or have you heard any complaints as to the width of the draw above in the West Boston bridge?

A. No, sir.

Q. What is the nature of the channel between the two bridges?

A. The channel is almost direct from the guide-pier of Craigie's bridge to the guide-pier of West Boston bridge, but of late years it has bent in towards the new wall a little and slightly closed up. There is a difference of 4 feet of water there in ten years.

Q. That is, since the wall was built that change has come?

A. Yes, sir.

Q. And there is a difference of 4 feet of water, did you say?

A. A difference of 4 feet of water at the foot of Poplar street, — that is, in ten years.

Q. Now, you are acquainted with the condition of things from 1865, we will say, to 1880 — you were acquainted with the condition of things on Charles river, were you not, — the wharfage and so on — during that period?

A. No, sir, not up until 1870; from that time I have been pretty familiar with it.

Q. Then we will say from 1870 to 1880?

A. Yes, sir.

Q. What was the condition of business along the river, within your knowledge, at that time — above Craigie's bridge?

A. I think there has been a slight decrease in the amount of business.

Q. No; between 1870 and 1880 I ask you what was the outlook on the borders of the river at that time?

A. There were a number of coal yards, lumber yards, etc. At that time it was a pretty busy place. A great many of the yards are removed now.

Q. On both sides of the river?

A. Yes, sir.

Q. What has been the condition of things since 1880 as compared with the condition of things between 1870 and 1880?

A. I think there is a decrease in business.

Q. What, in your opinion, will be the future demands of navigation above Craigie's bridge, — for vessels of what draught and to what place or places?

A. I don't think any changes at all are required. The vessels passing through there now take all the water that they can possibly get to reach West Boston bridge. That is, there is beam enough, there is width enough, in the draws to allow anything to pass that will float above them.

Q. You think, then, that the width of the draws is sufficient for the beam of the vessels that can navigate the river?

A. I certainly do, sir.

Q. (By Colonel GILLESPIE.) You say the water has shoaled in the last ten years as much as 4 feet between West Boston and Craigie's bridges?

A. Yes, sir.

Q. Has there been any complaint of recent shoaling there?

A. Well, I have heard complaints about a bar forming across from one side to the other.

Q. Whereabouts, in reference to the bridge?

A. Well, it is a little better than half-way between the guide-pier of Craigie's and the guide-pier of West Boston — the eastern guide-pier of West Boston.

Q. Has that been a serious shoaling?

A. Yes, sir; I consider that it has.

Q. Amounting to as much as a foot or 2 feet, or something like that?

A. In the last ten years?

Q. No; in the last year or two?

- A. I should say it would.
Q. Then it is a continuous operation, is it?
A. Yes sir; it is going on all the time.
Q. (By Mr. RICHARDSON.) What is that shoaling caused by?
A. In my judgment it is caused by the old Cambridge sewer, sir.
Q. (By Colonel GILLESPIE.) Where does that come out?
A. It comes out at the foot of Binney street, on the Cambridge side.

Testimony of DANIEL A. BUCKLEY.

- Q. (By Mr. McINTIRE.) Your name?
A. Daniel A. Buckley.
Q. You are a resident and citizen of Cambridge?
A. Yes; I have lived there about 36 years.
Q. And a real estate dealer?
A. I am.
Q. Have you any knowledge of wharf property in Cambridge?
A. More or less. I have been more or less interested in it, in attempting to sell it, and have disposed of some.
Q. Do you know what, or about what, the city of Cambridge paid for its wharf property on Charles river?
A. Something over a dollar a foot. If I remember right, they paid about \$20,000.
Q. (By Colonel GILLESPIE.) When was that?
A. I should say about 28 years ago, as near as I can recollect.
Q. (By Mr. McINTIRE.) Do you know whether or not any attempt has been made to sell that property within the last few years?
A. Yes; it has been for sale, in the market.
Q. How many years has it been for sale?
A. About five years.
Q. Do you know what it has been offered for?
A. Fifty cents a square foot for the wharf property.
Q. Do you know whether there have been any seekers for the purchase of it?
A. A portion of it has been sold for 50 cents a foot, — not for wharf property.
Q. That was on the street, wasn't it?
A. No; right in the rear of the street.
Q. But not the wharf?
A. No; I tried to sell the wharf property to the adjoining owner, a coal dealer, because it really was originally a part of that estate. This Mr. Smith was Martin L.'s son; he inherited the coal wharf from his father, who carried on the most successful coal business, I think, that was ever carried on in Cambridgeport. He said to me that that property would be costly as a gift — the property I wanted to sell him — except to dispose of again, and when I asked him the reason why, he gave me the same reply that has been given to me by other parties to whom I have attempted to sell

coal-wharves and wharf-property in Cambridge; and that was, that wharf-property in Cambridgeport — I am not talking of East Cambridge now — was practically worthless. Several reasons were given. One of them, which struck me as the most important, was this: that freighting, for anything but larger vessels, was not profitable to either the wharf-owners, the coal-dealers, or the owners of the vessels; that practically within a few years all the shallow-draught vessels would be wiped out of existence, and either be placed out of commission or rot away by wear and tear.

Q. (By the CHAIRMAN.) What do you mean by “shallow draught vessels?”

A. I mean small freighters, coasters.

Q. Drawing how much?

A. About eight or nine feet of water. He said that it was not profitable to build that class of vessels for freight purposes, and that when those went out of existence no more vessels of that class would ever be constructed, and, therefore, that the class of vessels which could be made profitable, the larger vessels, which did not cost much more to run, practically, than the smaller vessels, would do all the freighting; but the larger vessels had too great a depth to permit of their coming up Charles river under even the best of circumstances.

Q. How much do they draw?

A. All the way, I think, from 8 to 10 feet. — 7, 8, and 10 feet.

Q. (By Mr. McINTIRE.) The question refers to the new class vessels.

A. Oh, they draw from 15 to 18 and more feet. There is a wharf adjoining Mr. Smith's, which I think is the best wharf in Cambridge for the coal business; it extends farther out, has deeper water, and has far better facilities, in my opinion, than any other wharf in Cambridge for doing a coal business, and all the apparatus, machinery, and other things are in perfect order. It was owned by Luke & Bent, and, owing to some embarrassment in the coal trade, or something else, the Cambridge Savings Bank took the property on a mortgage of \$20,000. They were finally obliged to foreclose, and they wanted me to sell it. I have a summer residence at Annisquam, on Ipswich bay, about four miles below the city of Gloucester proper. A coal dealer who has been there several years, who was born and brought up there, and has made considerable money in the coal business, a man whom I know, wanted to change his location. He had two boys growing up and he wanted to enlarge his business. He couldn't enlarge it there, — there was only enough for him and another man and a boy, perhaps, to do. He suggested to me that I should look him up a place in Cambridge. I went to the Cambridge Savings Bank folks and told them I had a customer for the wharf, and they authorized me to sell it for practically the amount of the mortgage. I wrote to this person and told him that I had a place which I thought would suit him, which was fitted up all ready to go right to work, that the party had just gone out of business, that the wharf was doing a certain amount of trade, and that here was his opportunity. He thought of buying it. He had been inter-

ested in ships for a good many years, and he said he would consult with the commission merchants in Boston of whom he purchased his coal, of whom there were several. He did consult with them, and the result was that he declined to purchase. When I asked him why he made this statement, that he would rather pay five times the amount in Boston, because they could have their coal unloaded by vessels of greater draught, that the tendency was to build vessels of greater draught and greater capacity, and that the price per ton extra that they were obliged to pay for passing every bridge above the harbor would practically destroy the business. That price is, I think, three cents a ton. He figured it up and said he would have to compete with the Boston coal dealers, and that therefore the Boston coal dealers could practically deliver coal in Cambridge cheaper than he could. He is a very close man, and he didn't see any money in doing a coal business at a wharf in Cambridge, even if the property was given to him. I talked with another coal dealer over there, who appeared before the Legislative Committee in opposition to anything looking towards the closing of the draws, and, of course, incidentally, he wanted them widened. He is a business man with whom and for whom I do a good deal of business. In the course of the conversation I said to him, "They claim that in time your business will be worthless here." Said he, "That is true," and he conceded everything which I have said to you, gentlemen, in relation to the difficulties about the bridges and the draws; that the delays are constantly increasing, and that it is difficult to get trade up there, because people say, "We don't want delays; there is no knowing how long we shall be detained by these draws." He said that the amount of transportation was constantly decreasing. Said I, "Why did you come over and oppose it, if such is your opinion? Why didn't you allow the matter to go through just as it stands, and take your chances?" Said he, "For this reason: I think, eventually, if the draws are closed we can recover damages. Therefore I am instructed that by appearing in opposition my damages will be increased." Said he, "Silence gives consent. If I don't appear and object, the probabilities are that I won't get near as much as I would if I did object." I have always done business in Cambridge, and have watched this matter, and am not interested for one side or the other, only as a citizen of Cambridge, and if I may be allowed to say a few words, which are not, perhaps, precisely germane to the question —

The CHAIRMAN. — I think you had better restrict yourself to what is germane to the question, because our time is valuable.

The WITNESS. — I would remark, then, that with the number of passengers, fifty millions, more or less, travelling over the northern railroads yearly, which is constantly increasing, in my opinion the march of civilization inevitably points to the permanent closing of every draw crossing Charles river, and if you gentlemen will consider it in that light, you will see that the question is whether this expense which is proposed shall be entailed upon the cities of Boston and Cambridge. In my opinion — and I think every man who has weighed the subject entertains the same opinion, for I

have conferred with a great many business men of Cambridge — the time is coming, and within thirty years, when, through legislative influence brought to bear upon Congress and the public interest at large, every draw now crossing the river will be permanently closed to navigation, which really amounts to nothing. Until the business created by the building of these embankments and by the building of the bridges came up, there was practically hardly any business on the Charles river. Wharves are a drug. Mr. Gale would not give \$1 a foot for a piece of wharf property that he occupied some time ago, and his father before him, for many years, at West Boston bridge. Thirty years ago wharf property was very valuable there. When Mr. Gale moved away, the owner of that property commissioned me to sell that property to Mr. Gale at a low figure. I went to Mr. Gale, and he said: “Mr. Buckley, if you should offer me that wharf, upon which my father made a fortune, as a free gift, I would not do business upon it, and would not take it as a gift, I can do business so much better on the line of the railroad, and my advice to every man now doing business on that canal is to cause it to be filled up, run a railroad track through the centre, and they can save money by the operation” — and that is my opinion.

Q (By Colonel GILLESPIE.) You made the statement a few moments ago that the tendency was towards the construction of vessels drawing as little water as 10 feet. Is that a general statement, applicable to all shipping in the port of Boston, or is it simply applicable to Charles river?

A. That is not the statement I made. I said that the tendency is to do away with and not to build any of the old-fashioned coasters or light-draught vessels, but to build larger and deeper vessels for freighting purposes. I certainly desire to be so understood.

Q. (By the CHAIRMAN.) Will you please tell us what you mean by “shallow draughts?” I think that is a little vague.

A. What I mean by a “shallow vessel” is a vessel of light draught.

Mr. GILLESPIE. — I think you made the original statement that the tendency was to the construction of vessels drawing as little water as 8 or 10 feet. You may have made it with reference to Charles river, but the statement was made, surely.

By request, the stenographer read the following: —

“That freighting, for anything but shallow vessels, was not profitable to the wharf owners, the coal dealers, or the owners of the vessels; that practically within a few years all the shallow draught vessels would be wiped out of existence, and either be placed out of commission or rot away by wear and tear.”

Q. (By the CHAIRMAN.) What do you mean by shallow-draught vessels?

A. I mean small freighters, coasters.

Q. Drawing how much?

A. Eight or 9 feet of water.

The WITNESS. — I wish it to be understood that this statement does not originate from me, but from the experts with whom I

have conversed in regard to the purchase of wharf property, — men who have made it a life study.

Q. (By Mr. McINTIRE.) Were you acquainted with the condition of things on Charles river from 1870 to 1880?

A. Oh, yes! I have been acquainted with it ever since I have lived there.

Q. Whether there has been any change, in your opinion, in the outlook for the river, above Canal bridge, for navigable purposes, between that time — from 1870 to 1880 — and since 1880?

A. Yes. Of course the tendency on both sides of the river is practically to do away with that class of property which is unprofitable. I put in a petition last year to the City Council, which was referred to this City Council, recommending that the city take for park purposes all the land on the northerly or westerly side of Charles river between West Boston and Craigie's bridges and the Commissioners' line. I had consulted with Frederick H. Rindge's executor, Mr. Parker, who said the city could have the entire strip at almost any figure they desired for any such purpose as I suggested. That land extends nearly from Craigie's bridge to West Boston bridge. Mr. Rindge owns the flats.

Q. The outside flats?

A. Yes, sir; and there is no question in my mind that probably next year, or within two years, all that land on that side will be taken for park purposes. Then the Cambridge Embankment Company has practically obtained a grant of all the flats from West Boston bridge to Brookline bridge. I have also petitioned, and they are also considering it, and men stand ready to buy the land for park purposes and wait until the city wants it, to have the city take that portion of the flats between the Brookline and River-street bridges for park purposes, on the Cambridge side. The property up above is so poor, comparatively, for wharf property, that I have had it on my books for sale for years, asking 12 cents a foot for it, and am to-day asking 8 cents per square foot for it.

Q. Do I understand that the land owned and controlled by Mr. Rindge is outside of all those coal wharves — Mr. Wellington's and others?

A. No; it commences at the dock which runs up alongside of Craigie's bridge, and then runs down to very near the canal.

Q. But it would practically wipe out all the wharf privileges on that side?

A. Yes, sir; private parties have been trying to purchase, but he has refused to sell. He has three or four millions, has given Cambridge a new City Hall, a new public library building, a new industrial school, and he will give Cambridge that land when they want it.

Q. After that is done, if it is done, it will leave the Cambridge side in the same condition as the Boston side between the two bridges?

A. Yes, sir; that is inevitable and must come.

Testimony of LEWIS M. HASTINGS.

Q. (By Mr. McINTIRE.) You are the City Engineer of the city of Cambridge?

A. Yes, sir.

Q. You have been in the engineer's office some eighteen years?

A. Yes, sir.

Q. As assistant and as engineer?

A. Yes, sir.

Q. You took the place of the engineer who died last February?

A. Yes, sir; a year ago.

Q. Mr. Hastings, have you made any calculations as to the probable cost of raising the city bridges across the Charles river?

A. Yes, sir, I have made some estimates.

Q. Will you be kind enough to give the commission the benefit of what figures you have made in regard to it?

A. In regard to the Charles-river bridge, I made an approximate estimate estimate for raising the bridge, giving 20 feet of head room, clear space at high water, making the bridge 80 feet wide, with granite piers and an iron superstructure.

Q. (By the CHAIRMAN.) Without a drawbridge?

A. Yes, sir; making two clear openings for the passage of vessels, and from that sloping away to the grade of the railroad. Of course, the cost depends largely on the character of the bridge, the kind of pavement, and how much weight it would carry; but I should think it would cost from \$400,000 to \$600,000, without land damages. Of course, in raising a bridge to that height you would have to have a long approach on either side, involving considerable land and grade damages exactly how much they would be it is impossible to determine. It would probably be quite a large amount. On the Warren bridge, treating that in the same way, we have two large water siphons which would have to be renewed and replaced. With the same kind of structure, stone piers and iron superstructure, I estimate that the cost of that would be from \$500,000 to \$700,000, exclusive of any land or grade damages.

Q. (By the CHAIRMAN.) Do you know what the cost of the Harvard bridge has been?

A. About \$500,000.

Q. That is much longer than this would be?

A. The bridge itself is, but it is narrower and the water is much shallower, affording much better facilities for building a bridge. Here you would have 28 to 30 feet of water to build in, and the old bridges must be removed and the travel provided for.

Q. (By Colonel GILLESPIE.) Is that included in your estimate of \$500,000?

A. Yes, sir.

Q. (By the CHAIRMAN.) The Board of Harbor and Land Commissioners recommended some years ago that those two bridges should be combined into one new modern structure.

Would your estimate cover the construction of a double bridge in that way, to answer the purposes of the two?

A. You mean, to add the two together?

Q. No, I mean to have one bridge instead of two, with the dimensions you have given there?

A. I think if you were to combine the two you would have to make the bridge of a greater width. My estimates provide, practically, for the replacing of the present bridge, 80 feet wide?

Q. What would be the cost of a single bridge, such as has been recommended in place of two?

A. I have made no figures on that, but undoubtedly it would cost less than to build two independent bridges.

Q. (By Mr. McINTIRE.) But on the other hand, there would have to be long approaches to it, and it would cost money to take the land. The land between the two bridges is very valuable, is it not?

A. Yes, sir. In regard to Craigie's bridge, treating that in the same way, I estimated that it would cost from \$450,000 to \$600,000, and West Boston bridge from \$500,000 to \$700,000.

Q. In your opinion, would it be of any advantage to the navigation on the river to widen the Canal and West Boston bridge draws?

A. I cannot see that it would.

Q. Why?

A. I think they are of ample width for the class of vessels that would go up there.

Q. Whether vessels of broader beam could successfully navigate the river above the Canal bridge?

A. No, sir; the water there is very shallow. Most of the wharves are bare at low water. That is, the dockage is very small and very shallow.

Q. Do you know anything about the use of these large freighters that fill the draws as they go through?

A. I could not state directly, only as I have heard them say that they were very detrimental to the maintenance of the draw, — that they were unwieldly and hard to manage.

Q. (By the CHAIRMAN.) Have you made any estimates, Mr. Hastings, with reference to preserving practically the same grade as now, and widening the draws, or, in other words, building modern bridges in the place of these old ones?

A. I have estimated what it would cost just to widen the draws, without touching the bridges.

Q. I don't mean that. I mean constructing the bridge as it would be if a new bridge was to be built to-day by the city. Take a bridge of the character of the Harvard bridge, the same general construction, with about the same grade that it is now, and with approximately the same width of draws?

A. I don't think the cost would vary a great deal. You see the only additional expense would be the amount of masonry in the piers. You would have to have the same superstructure entirely only to elevate the bridges; and in offset of that again, you would have to build an expensive draw. By maintaining that at

the same grade you would have to have an expensive draw, which, by going overhead, you dispense with.

Q. Oh, yes, I understand the draw would have to be constructed; but you don't mean to say that you could not take the bridge at the same grade it is now, with the same width of draw, and simply put it on modern supports, instead of these old piles, at less than the price you have given, do you?

A. Build stone piers underneath the present bridges? Is that your idea?

Q. I don't know; of course it is a question that has got to be studied, whether stone would be necessary, or whether you could erect piers there, which, by wider spans, would not seriously interfere with the water-way. Of course, a bridge can be made on all sorts of plans, as we know.

A. It seems to me the only feasible way, if we were going to touch it, would be to build on a proper plan. As I looked at it, the only two feasible ways were to take the bridges and widen the draws 10 feet, to allow for the future, maintaining the same grade of the bridges as at present, with larger openings for navigation, or to treat it on the idea of abolishing the draws and providing for the commerce by barges.

Q. (By Mr. McINTIRE.) You have made computations for widening the draws 10 feet?

A. Yes, sir.

Q. Can you give those to us?

A. Yes, sir. The Charles-river draw, I think, would cost about \$100,000 — to pull the present draw out and put in an iron draw; that is, widening it 10 feet, making it 46 instead of 36 feet.

Q. (By the CHAIRMAN.) That leaves the present bridge as it is, — simply renews the draw?

A. Just as it is, — simply widens the draw.

Q. How about the other bridges?

A. At Warren bridge it would cost \$150,000. There you have these siphons, and a wider bridge. It is 80 feet wide, and we should have the water-pipes to contend with. The other two bridges, I suppose, would cost from \$80,000 to \$100,000 apiece. That, of course, means iron draws, with all the improved appliances — a permanent structure, with either a revolving draw or a sliding draw, like Warren bridge now. Of course, there is a large expense incident to widening to that unusual width, with such an enormously heavy draw it is a question whether the operation would be easy enough. A 46-span would be a pretty large thing to manage.

Q. These draws are often made narrower, as long as it does not interfere with the water-way?

A. Yes, but you have got to have 45 feet overhang to clear your water-way.

Q. (By Mr. McINTIRE.) I understood you to say that in your opinion there is no necessity for widening the draws of Craigie's and West Boston bridges?

A. No, sir; I do not see any necessity for widening them.

Q. (By Mr. RICHARDSON.) The question of consolidating the bridges, or making one bridge in place of two, — making one bridge at Charles-river bridge, in place of the Charles-river and West Boston bridges, — was at one time considered, was it not?

A. I have heard it mentioned, but I am not familiar with the facts?

Q. And it was decided that there should be two bridges, for the reason that sometimes accidents occur in the draws of bridges, however well they are made, and sometimes repairs are necessary, and that it is necessary to have another resource — another bridge to go over?

A. It is a great advantage, undoubtedly.

Q. How long would it take to rebuild both Warren and Charles-river bridges?

A. I should not suppose they would undertake to rebuild them both at once; they would do one at a time. It would take a couple of years.

Q. Would it not interfere with navigation somewhat during that time?

A. I think it could be arranged so that navigation could be kept on.

Q. Do you know whether Mr. Jackson's figures agree with yours or not?

A. No, sir, I have not seen them.

Q. I see you have estimated the cost of the city of Boston's bridges, which Cambridge has nothing to do with.

A. No, sir.

Q. Do your figures cover every item of expense?

A. These figures I have given are the bare cost of the structure and do not include everything incidental.

Q. They don't include any new machinery for the operating of the draws there?

A. No, sir. The first estimate dispenses with all that.

Colonel GILLESPIE. — I think he did not give any estimates for the construction of bridges with draws.

Mr. MCINTIRE. — He gave estimates for widening the draws of the present bridges.

The CHAIRMAN. — He has not given any detailed estimate for modern bridges at the present grade; he has simply presented an estimate of the cost of widening the draws of the bridges as they now exist.

Q. (By Mr. RICHARDSON.) Would that include new machinery?

A. Yes, sir; I think it would. I don't think the engines would be very expensive.

Q. How much did you put the cost of widening the draw of Warren bridge?

A. \$150,000.

Recess until 2 o'clock.

AFTERNOON SESSION.

The Board re-assembled at 2 o'clock.

Mr. HASTINGS. — I wish to correct my estimate of the cost of rebuilding West Boston bridge. I think I stated the amount that I had on the Warren bridge, from \$500,000 to \$700,000. I should have said from \$600,000 to \$800,000. I gave the figures relating to the Warren bridge in place of the West Boston bridge.

Q. (By the CHAIRMAN.) That is, to raise it to a clear headway of 20 feet?

A. Yes, sir; to give a clear headway of 20 feet at the two openings, and from that running down to the grade.

Q. (By Colonel MANSFIELD.) You stated that in your opinion the openings in Craigie's and West Boston bridges were ample?

A. Yes, sir.

Q. What is your opinion in regard to Charles-river and Warren bridges?

A. I think that those are ample, as well. I think that the width there, which is the same, is ample for all the vessels that are likely to come up there. The size of the openings might be increased, for there is a greater depth of water there than there is above; still, it does not seem to me that the necessity of the case calls for any widening.

Q. (By Colonel GILLESPIE.) The Board rather inferred from your singling out those two bridges and not mentioning the others that there was some reason for it?

A. The reason of that was that I am interested in the bridges of the city of Cambridge and not interested in the other two bridges. I meant to have stated that I referred to them all.

Q. As you singled them out you left it rather to be inferred that your statement did not apply to the others?

A. Very likely I had them more definitely in my own mind.

The CHAIRMAN. — Is there any gentleman present who would like to be heard on the matter?

Mr. RICHARDSON. — Mr. Charles L. Davenport called this morning at my office, and stated that he desired to be heard, as he is interested in this subject. I have not summoned him, but he has come here and says he desires to be heard on this matter.

Testimony of CHARLES L. DAVENPORT.

I am of the firm of Davenport & Bridges, car-builders. We have built between three and four million dollars' worth of railroad cars. Our works are up on Main street, Cambridgeport, and we employed 200 men there. I came from Newton in 1828, and started in business in 1831 there. For twenty years I was the largest car-builder in the United States. I built cars for the Erie Railroad and all our Southern roads. I used to ship them from Boston. All my iron-work I had shipped from Newburgh-on-the-Hudson for a number of years for the cars I built

for the Erie Railroad, and then I did some \$500,000 worth of work for the Reading Railroad, and had a shop upon the Delaware river, where I shipped them and put them up. I had them all shipped from Boston. I had a wharf right up to my works when I bought the place, but never used it. All the lumber at first used to come from the East, but the latter part of the time pretty much all my lumber came over the Fitchburg and Boston & Albany roads. I went to Cuba when I was building cars for the railroad there, and I saw the embankment on the bay, where they went to get the fresh air, and I thought it would be a grand plan to have an embankment on the Charles river; and I bought, as long ago as 1845, three-quarters of all the land between the two bridges on that side of the river, and I had this plan drawn out to work on. [Plan shown.] The wharf property has all gone down to nothing, almost, from what it was when I first started there. A wharf was built out here, and the parties wanted to sell it to me for a long time; but wharf property is of no value hardly compared with house property. In Boston here all the wharf property is not worth half what house property is, except in the centre of the city, where the steamers come. In my opinion these bridges ought to be all closed. I have seen half a mile of teams blocked up by vessels going through the draws. Every one of these railroads has to stop coming in and going out. There are 60,000 passengers, and they all have to be delayed every time they come out, because they have to stop before they cross a draw, and a 1,000 and people are delayed to accommodate one. Wharf property is the poorest property there is in Cambridge. I have known it ever since I started in business there in 1831; and it is going to be all used for dwelling-houses up here, and the wharf property will all be below the bridges. Mr. Richardson, one of the largest coal-dealers up in Old Cambridge, has told me a number of times that vessels used to come up to his wharves with coal for the Fitchburg Railroad. I used to keep two teams, eight horses, along all the time, and I could team my work cheaper than I could get it by water. I could start my iron-work off into Boston cheaper than I could get a vessel to come up and take it. I used to keep 200 men at work there. I have teamed out \$500,000 worth of work in a year. Wharf property has gone down there since I started there first. There used to be three or four wharves on the south side of Main street; there isn't one there now.

Q. (By Mr. RICHARDSON.) What is the cause of it — railroads or what?

A. It comes by railroad; and now, since the New York & New England have got a connection through, the coal will all come from that way down. And now that the railroads come to Watertown there are lumber yards up there on the railroad. Lots of them that had wharves have gone up on the railroad, and the lumber now comes by rail, pretty much all of it.

Q. (By Mr. McINTIRE.) Do you think that all of the wharf property in Cambridge will be obliterated in a short time?

A. Yes, I have no doubt of it. I have seen it depreciate ever

since I first came there. Fish & Rice built a wharf there that laid I don't know but forty years idle.

Q. In how long a time, Mr. Davenport, in your opinion, will the whole of the wharf property in the city of Cambridge along Charles river be obliterated?

A. In a very few years. This is going to be a great place for dwelling-houses, and the park, when it is finished, will be the finest water park in the world. There are 800 acres. I have been all over Europe to look at all the water parks. I travelled 5,000 miles in Europe five years ago to look at the water parks down in Italy, and all over Switzerland, and all over the English lakes and in Scotland. I have been in London, and you know they have an embankment there that is only 60 or 80 feet wide and about 2 miles long. This will be 200 feet wide and about 5 miles round. On the Cambridge side it is all hard-gravel bottom; you don't have to drive any piles. From T wharf it is all built on hard bottom. All the wharves will probably be below the bridges, and manufacturing will be moved off to cheaper land.

Q. You are going to leave these papers with the Board?

A. Yes, I will leave them with you, and I have got some maps at home that I will bring in here to-morrow.

The CHAIRMAN. — Anything that you would like to file with us we would be glad to receive.

The WITNESS. — I started this plan a great many years ago. I shall not see these trees grow, but somebody will if I don't, and every Mayor of the city has been in favor of it for twenty years.

The CHAIRMAN. — Is there any gentleman here who would like to make a statement in behalf of the navigation interest?

Mr. McINTIRE. — I would like to say, before the other side is called, that Mr. William E. Russell, from whom I understand you have a communication — but I think it ought to be stated so that it can go down as part of the record — told me within ten days that he represented, I think he said, all the parties above the bridges who appeared before Secretary Endicott in the matter of the order which was issued by him, and that all of his parties were unanimous in the opinion that they did not wish at present to interfere with the city bridges. In addition to that, I have just been to Mr. Russell's office, and understand there is a communication to that effect here. Unfortunately, I found that he had gone home ill with the grippe. I left word for his brother to come round here, and hope he will come in during the afternoon.

Mr. DAVENPORT. — One statement I should like to make: I have heard a great many folks who owned property there in Cambridge claim that the wharf property was not good for anything; but after they found out that the railroads would have to widen their bridges or do something, they wanted to make out their property to be worth something, so as to make the railroads buy it to shut up the draws. A great many whose property wasn't worth anything want to get the railroads to pay them for their property to shut up the draws, and they are making a fuss about it, I understand.

The CHAIRMAN. — Of course we do not propose to interfere with

any testimony which you (Mr. McIntire) want to introduce, but there is a gentleman in the room who has been here two days, and we want to give him a chance to be heard. The Board will be glad to hear anything you have to say now, if you will step this way and give your name.

Testimony of CAPT. JONATHAN CHASE.

Mr. Chairman and Gentlemen of the Committee, — It has been said that Mr. Russell represents the entire shipping interest in this harbor. I will say for myself individually that I own three tugs, and that Mr. Russell has never been deputed by me to represent my interest in any manner whatsoever in regard to this question. After listening to the testimony of every one here, there is only one conclusion that I can come to, and that is, that there is a big cat in the meal somewhere, about the size of the city of Boston, the city of Cambridge, the West End Railway, and some real estate speculators, who want to close the navigation of Charles river. Men have been here whose word you would be justified in taking for \$100,000 and told you that in all their experience they have never heard of any complaint about the management of the Charles-river bridges. It is ridiculous.

Q. (By Mr. RICHARDSON.) The city bridges?

A. The city bridges. It is no wonder. Mr. O'Brien tells you that he considers the order of Mr. Secretary Endicott a very extraordinary one. Mayor Hart comes here, the city superintendents come here, and they tell you in all their experience they have never heard a complaint. Gentlemen, what are the reasons? For an illustration, you will sometimes see a whole fleet of vessels lying in the basin between Charles-river bridge and Warren bridge. Gentlemen, these are facts that I am stating that I have had personal experience with time and time again. The Fitchburg Railroad has certain times in the day to open their bridge. Vessels dropping in on the flood tide will come up close to Warren bridge and make application to the draw-tender to go through. The draw-tender will say, "You can't go through here, captain, now."—"Why not?"—"Because there is no opening at the Fitchburg." The consequence is the captain lies there anywhere from 12 hours to 24 or 36.

Q. (By Colonel GILLESPIE.) Lies where?

A. At Warren bridge. The next day he goes to the Fitchburg railroad for redress. Well, the railroad people say, "Captain, where were you detained?"—"Why, I was detained at Warren bridge."—"Well," they say, "we fail to understand the sense of your coming here to complain against the Fitchburg because you were detained at Warren bridge; we have got no control of the city bridges; you will have to see the city folks." All these captains, or a majority of them, belong to what they call the Shipmasters' Association, and they are represented in every port by counsel whom the association hires. The captain comes down and places his grievance before the counsel; the counsel refers to the statutes and he finds that the whole thing is framed in such an

ingenious manner that a draw-tender on Charles river is a perfect autocrat, — that you might just as well try to impeach the President of the United States as to impeach a draw-tender; his word is law and gospel; and the counsel says, “ Captain, you have got no rights in the State of Massachusetts; your redress is at higher authority; you must appeal to the Secretary of War.” Hence this extraordinary order of Secretary Endicott; hence no complaints to Mayor O’Brien.

Gentlemen, this matter is oppressive to my individual interests. I receive word during the day that a vessel at the Fitchburg Railroad wants to be towed down. I arrange my boat so as to catch the three o’clock opening there. You understand that they have stated times to open the draws of the railroad bridges, and under ordinary circumstances I can get through. I get to Charlestown bridge, and through the picayune policy of the engineers of Boston they have got a machine there that requires an attendant constantly to keep steam upon it to get power enough to pull the draw off. When I arrive at Charlestown bridge I find a schooner coming down with the tide waiting for the engineer to get steam enough to get that draw off. I make the start, we will say, at half-past two. They finally succeed in getting steam enough to get the draw off and the schooner comes down. They have stopped the travel, as has been told you, of 50,000 people coming over that bridge to let the schooner down, and when she comes through that 50,000 stream of travel is stopped again for me to go up. When I get to Warren bridge the engineer has been notified that the Fitchburg people have made their three o’clock opening to let another schooner down. Now, she must get through Warren bridge before I can go through with my light tug. I am assuming that I am going up in a light tug; they let her down, and before they can shut the gates again I have lost the three o’clock opening on the Fitchburg; there is no more opening then until half-past four. I wait until that time and then I go through. I go up the creek and get my schooner down in position and come back to the Fitchburg. I find the flood tide is made then, which gives a schooner coming with the tide the right of way, and the manner the bridges are constructed there is no way of getting around them. It must have been the policy of the engineers who constructed those bridges to compel all vessels to go in Indian file. The consequence is, I lie there until half-past eleven at night. There is no opening from eight o’clock until half-past eleven. I get my vessel down, and by the time I leave Warren bridge or Charlestown bridge it is half-past two o’clock in the morning, and I have been twelve hours, have sacrificed my sleep, my health, and everything else in doing what under ordinary circumstances, with a liberal policy — I won’t say *liberal*, but with a fair policy — in the management of the bridges could be done in two hours.

Q. (By the CHAIRMAN.) Now, what measures do you want to remedy that? Would a double draw help you?

A. In East Boston they have got a bridge where, I dare say, without fear of being contradicted, there is less travel and less navigation, with a draw of 60-feet span, and a double draw at

that,—what we call the East Boston Meridian-street bridge. Now, this is my argument; that is what is absolutely needed. The travelling public need it and navigation needs it.

Q. (By Colonel GILLESPIE.) Let us understand what kind of a bridge you are talking about?

A. A swinging drawbridge, double draw, one each side.

Q. And what width?

A. Well, we are constructing vessels now of such size that it would be an advantage to vessel owners to have them 52 feet wide. They have constructed one vessel that carries 4,000 tons of coal, and if we could have draws 52 feet wide it would be a great advantage to tug owners if we could take vessels of that size through all the bridges. At 3 cents a ton 4,000 tons comes to \$120 to pass a bridge.

Q. (By Mr. McINTIRE.) How much does that vessel draw?

A. About 21 feet.

Q. Do you think you could go up above Craigie's bridge with that?

A. Yes, sir; I am sure of it.

Q. To what wharf?

A. Well, it would be a matter of slight dredging to get into some of the wharves, but you could go through Craigie's bridge with her.

Q. You would have to dredge out the bottom of the river to get the vessel up, wouldn't you?

A. No, sir; we can go at dead low water with 18 feet through five bridges.

Q. (By the CHAIRMAN.) There is some disagreement about the number of bridges; what do you call the last bridge?

A. Craigie's bridge. I say I can go through five bridges with 18 feet at low water. The fifth bridge is at the old Lowell freight-yard. I can go there with 18 feet at low water.

Q. (By Colonel GILLESPIE.) This navigation at a low stage of the water is all done by the use of tugs, isn't it?

A. Well, the majority of it. The heavy vessels that they are using up there now most all take tugs through.

Q. An ordinary warp would be too slow?

A. Well, the vessels are too clumsy and too heavy for it, and the expense of a tug is so light that the owners would rather have a boat to take better care of the property.

Q. (By the CHAIRMAN.) Do you tow vessels through West Boston bridge?

A. Very seldom. I have been through there.

Q. How much can you carry through there?

A. I have been through there with 18 feet at high water.

Q. Where would vessels of that draught want to come?

A. I have been through to L. G. Burnham's old place on Charles-street wharf.

Mr. McINTIRE. — That is now obliterated.

Q. (By Colonel GILLESPIE.) Have you been above West Boston bridge lately with a tow?

A. No, sir. As a general thing I do not go there. There is so

much detention between the bridges here that there is a company that owns two tugs that keeps them above the seventh bridge all the time during the season; consequently, those who are interested below do not go up there. It is for the interest of these two tugs to be there and take care of the parties up there.

Q. What is the name of that company?

A. The Charles River Tow-Boat Company, I think.

Q. (By the CHAIRMAN.) By "the seventh bridge" you mean Craigie's bridge?

A. Yes, sir.

Q. (By Colonel GILLESPIE.) How high up on the Charles river does your interest extend?

A. As far as Craigie's bridge.

Q. Do you tow there frequently?

A. Yes, sir.

Q. How frequently during a week, on an average?

A. Oh, well, the way we are situated, the detention there is now, we fight clear of it, and don't go unless we are forced to. We don't intend to go through those bridges unless we are forced to to keep some customer that has a vessel going through.

Q. Where does the particular detention lie?

A. It is from the whole of the bridges. If the question of the movements of these vessels that are laden going up there was entirely settled, there should be some different policy maintained in regard to these two bridges, on account of protection to the city from fire. There are times and times again during the day and night when it would be impossible for our fire-boat to get through these two bridges.

Q. What two bridges?

A. The Charles-river bridge and the Warren bridge; whereas, if a double draw was put there they could get through.

Q. I don't know that you have clearly indicated what width of draw you recommend?

A. Oh, I should be satisfied, under existing circumstances, with 40 feet.

Q. (By Colonel MANSFIELD) Have you ever met with any detention at Charles-river bridge?

A. Yes, sir; I have been there and I have had the draw-tender come down and say, "What are you doing here?" — "Doing here? Why, I am bound up through." — "Well, you can't go, and furthermore, I want you to get away." — "Well my dear sir, if you want to get me away you will have to seek higher authority." I have had him send for the harbor master, and the harbor master came and ordered me away.

Q. Do you know for what reason?

A. The reason was because the draw-tender decided that I would block navigation somewhere, there wasn't room, or something or other.

Q. Was it not probably because the space between Warren and Charles-river bridges was fully occupied by vessels and there was no further room there?

A. He might have considered it so at that time; but I fail to

understand why a man should make a rule one day and wipe his pen across it the next.

Q. No; but on each occasion when you have been debarred from the passage of Charles river, has it not been by reason of the number of vessels occupying the space between the two bridges?

A. No, sir; not always.

Q. Then you don't know for what reason?

A. I will tell you what the reason was. Charles-river bridge is the place where vessels that do not take tugs take pilots, and the pilots always congregate there at the bridge. Well, one pilot will have a vessel up there at the bridge, and here is another vessel below Charles-river bridge bound for the same place, the same birth. The captain of the vessel down here finds out that the man above him is bound for the same place; he has his reasons for getting a tug to go by the other vessel. The pilots get around the draw-tender, and they take it up. They say, "Now, Harry, this ain't just right to have that man towed up by that other man." — "Well," Harry says, "he will go up on the four o'clock opening of the Fitchburg, and that will let them all right up through." — "Well," the pilot says, "there was no opening yesterday at four o'clock; he is going in there and going to take my turn away. It isn't right; you are the man to decide." If the pilot who makes this conversation is in luck, and is a good diplomat, he gets through and the tug is ruled out.

Q. That is no fault of the bridge.

A. It is the fault of the policy of the bridge. If there was a double draw the man coming up wouldn't be blocked. One man could go up and another man come down at the same time. When we go up against the tide they are always afraid that we will block somebody coming down.

Q. (By Mr. McINTIRE.) Your idea, then, would be that a double draw, each draw 36 feet in width, would be better than a single draw 40 feet wide?

A. Certainly; most decidedly.

Q. Much better for navigation.

A. Much better for everybody.

Q. (By Colonel MANSFIELD.) If there was but one opening 40 feet in width, instead of the present 36-foot opening, your business would not be facilitated?

A. Oh, no, sir! I would just as lief have what they have got now as to have it 40 feet.

Q. (By the CHAIRMAN.) What would you think, Mr. Chase, as to the proposition which you have heard stated hereof doing away with the draws and giving a clear passageway of 12 or 20 feet?

A. I think that would be a first-class scheme for the Boston Tow-Boat Company, as they have a large capital, and are branching out in that line of business. I think for their special business it would work first rate; but I think it would be against the general public interest, for a great many of our vessels come here with masts in them, and cargoes that are sold above the bridges, where it would be impossible for them to go under such circumstances,

and they would have to go to the expense of hiring the Boston Tow-Boat's lighters to take this merchandise to its destination.

Q. You think it would not meet the general demands of navigation on the river?

A. I fail to see that it would, because there would certainly be the extra expense of unloading this merchandise into lighters, or the owners of the vessel would have to go to the expense of taking her masts out.

Q. (By Colonel GILLESPIE.) Some statements have been made here with reference to the tendency to the abandonment of wharf property above Craigie's bridge; what would you say with reference to the tendency below Craigie's bridge.

A. Below Craigie's bridge there are a great many wharves now. I don't think there is a vacant foot of land that is available for a wharf.

Q. Well, would any of the property which is now held there for wharf purposes ever be abandoned, or do you think there is any tendency towards its abandonment below Craigie's bridge?

A. Oh, I cannot see how it can possibly be!

Q. Then there will always be a demand for vessels to come through these bridges?

A. I certainly fail to see why there will not be a demand. Why, some of these witnesses have told you that this river freezes up, and that is one reason why you should not have any bridges there. Why, Long Island Sound freezes up and there is ice in it every winter; but I never heard it said that Long Island Sound should be closed to navigation for that reason, and I say there is just as much reason for closing Long Island Sound because there is ice in it as there is for closing the Charles-river bridges.

Q. What is the experience of your company with reference to transportation through these bridges? Has it diminished lately, or is there any tendency to a change in any way?

A. Well, no, I think that we are doing just about the same volume of business; but, as I said before, we do not do only what we are positively obliged to up there on account of the uncertainty of what we are going to do. If we send a boat through there we never know when we are going to get her back again.

Q. (By Colonel MANSFIELD.) Did you ever refuse to tow a boat on application?

A. Hundreds of times.

Q. For that simple reason?

A. Yes, sir.

Q. (By Colonel GILLESPIE.) Did you ever experience any trouble at Craigie's bridge or West Boston bridge?

A. No, sir, I have never experienced any trouble at either of those bridges.

Q. (By the CHAIRMAN.) Do you think that the trouble you have experienced down here would be practically done away with if you had a double draw of suitable width?

A. Yes, sir.

Q. If there was not sufficient space between Warren bridge and

the Fitchburg Railroad bridge there would still be a cause of delay there if there were a double draw, would there not?

A. It would be some inconvenience, but, then, you see, this is Warren bridge here. Now, there is a drawbridge here. We will say, for instance, the Fitchburg takes off this draw and the Warren takes off this; they let me up on this side of the Warren bridge. Supposing this was a double draw, they could let me up on this side; the Fitchburg takes off its draw, and lets my vessel in here, and I come up on this side; and when this other vessel comes down abreast of me I have an opportunity to pass right up through here. Whereas, as it is now, if the Fitchburg takes off I have got to stay down here until the schooner gets out of the way, and by the time she gets out of the way there is another schooner down here that has got the tide with her; she blocks me out, and there I am. At the Warren bridge, when a fleet of vessels arrives, they all back up here; they get into that bridge, and they lie clear from that bridge to this wharf; it is packed chockful all the time. Now, if there should be a fire amongst these wharves, — the city has gone to the expense of building a magnificent steam fire-boat, — it would be impossible to get her through until the whole waterfront was gone.

Q. (By Colonel GILLESPIE.) Why?

A. Why, because here are these vessels all packed in here, and the nature of the tide, which sets right to that bridge, keeping them there.

Q. Has the stage of the tide anything to do with reference to the passage either way of vessels?

A. Yes, sir; when the tide runs flood vessels drop up.

Q. That is the general rule, is it?

A. That is the general rule. A vessel coming with the tide has the right of way. When the tide runs ebb vessels drop down.

Q. Then if you have a dozen vessels here the whole dozen would go through that single draw before a vessel lying at the head of the bridge could get out of the way?

A. Yes, sir; if it is flood-tide. If I am lying up there, and there is a vessel, or any number of vessels coming down, I have got to wait until all those vessels get by me before I can come down; and as they come in fleets, they will keep coming and coming all the time. You will think your turn has almost come, but by the time they get the draw off there is another man under your nose.

Q. Is that a city ordinance?

A. It is a city ordinance that a vessel moving with the tide shall have the right of way.

Q. Suppose there were ten vessels below and one above, and the flood-tide was coming in, the ten vessels would go through before the one could come out?

A. The ten vessels. Well, if those vessels could all be kept moving, you know, the draw-tender would insist that every one of those ten should go through; but if for any reason those vessels should be blocked so that they could not get through, he might undertake to keep those vessels off so that the one vessel could

come down through. Sometimes he will do it. But if you take it on a Sunday, or during the night, when they have got free passage up through here, they will keep me until the last vessel has dropped through or the flood-tide is done.

Q. You spoke of vessels blocking up the passage below the bridge; would not the harbor master have something to do with that?

A. He don't, unless there is a vessel in distress and a tug wants to come out. If there is a vessel in there, and they want to get it out, and these vessels are in the way, the harbor master will tow all those vessels out and let it out.

Q. In case of fire would not the harbor master stand there and have supreme control?

A. He never has.

Q. Does he not by virtue of his office have supreme control?

A. He would in this way: if the fire-boat went up there he would exert every means of getting the fire-boat through; but with the policy they are maintaining to-day it would take him so long to make the passage through all these coal-sheds and water-sheds that the whole water-front would be destroyed before the fire-boat could get there.

Q. Do you mean to say he cannot enforce his authority?

A. He can enforce it.

MR. RICHARDSON. — That never happens. It is absurd.

THE WITNESS. — It is not absurd. There are two buoys off there anchored, and those vessels lie there made fast to the buoys, and they swing over toward the pier. In my personal experience of twenty years in the management of tugs in the harbor, I have seen any number of days when it would delay the fire-boat one hour to get through the first two bridges.

Q. (By Mr. RICHARDSON.) Mr. Chase, there is a pretty efficient Board of Fire Commissioners in Boston, is there not?

A. I never have had any experience with the Fire Board, sir, and therefore I would not be qualified to state.

Q. You know there is a Board of Fire Commissioners?

A. I know there is a Board of Fire Commissioners.

Q. And that they have charge of the fire-boat as well as of all other means of extinguishing fires?

A. I presume that they have charge of the fire-boat.

Q. Is it not likely that if they had any difficulty, or saw that there was a prospect of any difficulty, in getting the fire-boat through the bridges at any time, they would make some complaint about it?

A. There is no guarantee that they would.

Q. Have you ever said anything to them about it?

A. No, sir.

Q. Why not, if you think the city is in danger?

A. Because it is not my business.

Q. But you made it your business to come up here?

A. Because I was invited, my dear sir.

Q. Were you invited to express your views relative to the city's interest in respect of fires?

A. No, sir; I was invited here to express my views as fully as I saw fit. That is the way my communication reads.

Q. But you have undertaken to state your views as interested in the city of Boston as far as the Fire Department is concerned?

A. Yes, sir.

Q. You have not been to the Mayor or to the Fire Department to make your views known to them before coming here?

A. I never was invited there.

Q. When did you last ask any draw-tender to be allowed to go through Charles-river bridge and been refused?

A. I have no record of it.

Q. When was it?

A. I say I have no record of it.

Q. Did you make any record of it?

A. No, sir.

Q. Did you make any complaint to the Mayor of it?

A. No, sir.

Q. Why not?

A. Because my counsel has told me, "You must not go to the Mayor; your redress is with the Secretary of War. The State authorities have got this draw-tender, sir, and the draw-tender has got you."

Q. Who was your counsel who told you that?

A. C. T. Russell & Sons.

Q. Now, when did you last try to go through the Charles-river bridge draw and didn't?

A. I have no record of it.

Q. State as nearly as you can.

A. Oh, it would be — I won't venture an opinion, because these things —

Q. No, sir; I don't ask for your opinion, I ask you to state as nearly as you can.

A. Well, I won't venture my judgment or recollection of it. I say these bridges have been conducted in such a manner —

Q. Wait a moment. Please answer the question. When, as nearly as you can state, have you been refused permission to go through Charles-river bridge?

A. I say that I have no record of it, therefore I will not trust my memory to make a statement.

Q. Have you any recollection of it?

A. I have recollections of it.

Q. When was it?

A. I say I won't trust my memory to say when it was.

Q. Can't you give us some idea?

A. No, sir; I might say within a year; last year.

Q. Who was the draw-tender?

A. I think his name is Harry Bolan.

Q. The one who was here yesterday?

A. Yes, sir. Don't misunderstand me that I have any complaint against Mr. Bolan, or any instructions or any orders that he has given.

Q. Oh, no. What request did you make of Mr. Bolan at the time you speak of? Let us get down to some one fact.

A. Well, I don't know what I said at the time, no more than general conversation, that I desired to go through the bridge.

Q. What did he say?

A. Well, his rule was that I couldn't.

Q. Did he give you any reason?

A. No.

Q. Will you state to the Board here that he gave you no reason at all?

A. As far as my recollection serves me he gave me no reason.

Q. What did you say then or do then?

A. He ordered me away from the pier.

Q. Did you go to the harbor master?

A. No, sir.

Q. Why not?

A. Because I had no authority from the harbor master. We always considered the draw-tender was the biggest man in Boston.

Q. Why didn't you?

A. Because he did.

Q. You didn't complain to anybody?

A. No, sir. I didn't go to the harbor master; Mr. Bolan went to the harbor master.

Q. How do you know?

A. Because the harbor master came there and ordered me away.

Q. Did you make any complaint to anybody.

A. I did.

Q. To whom?

A. To my counsel.

Q. Why did Mr. Bolan order you away?

A. For some of his autocratic reasons that he didn't explain.

Q. For the same reasons, perhaps, that the Water Board refused to give you a license to sell water?

A. The Water Board didn't refuse to give me a license to sell water.

Q. You asked for one?

A. No, sir.

Q. Didn't you make an application?

A. No, sir.

Q. What did you do about it?

A. Last spring, knowing the political pull that my opponents had at City Hall, I took my counsel and went to the Water Board and told them what I was about to do, and asked them if they had any objections to my continuing the business, and they said No. Well, if it is necessary I would just as lief relate that portion of my experience with the Water Board as not, but I understand we are here on the question of the bridges. I got a little provoked about that matter of a right to sell water in the harbor, and so on.

The CHAIRMAN. — I think we hardly have time to hear all that.

The WITNESS. — The Water Board saw fit to undertake to set on me last summer, and they didn't. That is all there is about it. I

assure the Commission that there is no animosity between me and the Water Board that goes so far as to reach the bridges. I will say, that I have no personal respect, regard, or love for the Water Board.

Q. You don't care for their commodity?

A. Their commodity is very convenient sometimes.

Q. Good for commercial purposes and navigation?

A. Yes, sir. All I have to say, is that the Water Board had to take a back seat.

Q. Now, seriously, I do not understand that when you have had any difficulty you have been to anybody with any authority to make any complaint about this matter, have you?

A. Why, I certainly have, sir.

Q. For the last three or four years?

A. I have been to my counsel.

Q. I don't mean to your lawyer, I mean to the Mayor.

A. To the Mayor? I have been advised that the Mayor had no authority in the premises by my counsel. What good was it for me to go to him?

Q. Did you ever go to the harbor master?

A. I have been advised by the best legal authority that I could find in the city of Boston that there was no redress except through the United States. What is the good, with such advice as that, of going to the harbor master.

Q. I am only asking you if you ever did?

A. No, sir; positively. I never did.

Q. You have never made any complaint to anybody?

A. I never have found anybody to make any complaint to until I found Mr. Secretary Endicott.

Q. Before you made your complaint to him you never made any complaint to anybody?

A. No, sir.

Q. Did you send any complaint to him last year?

A. Not directly.

Q. How did you in any way, directly or indirectly?

A. I don't know. Through my conversation with some one he may have got it; but I had no direct communication with him in the matter.

Q. Did you authorize anybody to make any complaint to him?

A. No, sir.

Q. Then have you made any complaint to anybody?

A. Not directly.

Q. So that you never have made any complaint to anybody down to the present time, except to your counsel?

A. That is all.

Q. (By the CHAIRMAN.) Have you stated all that you desire to state before the Board?

A. I would suggest that one Commissioner have supreme control over the bridges; that he shall be the one to say which way commerce shall move and when it shall stop.

The CHAIRMAN. — Any system of that kind would not come within the scope of our authority to recommend.

Testimony of WILLIAM POWER WILSON.

Q. (By Mr. RICHARDSON.) You have been a member of the Board of Aldermen how long?

A. This is my third year.

Q. You live near Charles river, I think?

A. I live on Mt. Vernon street, looking over Charles river.

Q. In your capacity as chairman of the special committee on the Charles-river bridges you have made some investigations on the subject, and I will ask you to state to the committee in your own way whether in your opinion the interests of navigation require either the raising or the widening of the draws of the Charles-river bridges owned by the cities of Boston and Cambridge?

A. We had this matter under consideration the last year, and our committee went more or less into it, and made the report and the recommendation that you gentlemen have had laid before you by the Corporation Counsel of Boston. It was thought that the case demanded the attention of the commissioners, and should be treated in a legal manner, not in a political manner, or in a municipal manner, so that the Corporation Counsel has prepared the case, and has given you gentlemen all the testimony that you desired to have upon the subject. But, as far as I am personally concerned, having resided in Boston since 1861 and living on Mt. Vernon street, and having been in the city government four years, two years in the council and two in the Board of Aldermen, I have never had a complaint in any way, shape, or manner of the management of the bridges, or of the interference of the bridges, with the navigation up and down the river. Whether or not there may be some gentlemen in Boston situated as Mr. Chase has been we do not know; certainly we cannot tell anything without the citizens desire to make their wishes known. We have never heard anything, directly or indirectly, until this order of the Secretary of War was brought out, which was a great surprise, of course, to the members of the city government, as Mr. O'Brien has already stated. I think that the general public have just as great rights to the use of that river for crossing it as another branch of the public have in going up and down the river. It seems to me that the question which has the greater right, which is the greater number, the gentlemen who use the river to go up and down in boats or the public who cross the river of whom complaint is made that they interfere with the navigation of the river. It seems to me that the parties who go across the river in the present state of affairs, the river being as it is, may justly complain that the parties who go up and down interfere with their crossing the river. If, for instance, we had ferries running across that river, from one side to the other, and these gentlemen were engaged in transporting freight, etc., up and down the river, the question to my mind would be just what it is to-day, which side should have the right of way. It seems to me that the number of people who cross our rivers, and the amount of freight that crosses our rivers, are certainly incommoded to-day much more, their transportation across the river is incommoded and interfered with much more by the navigation up and down the river than the

navigation up and down the river is interfered with by these bridges. If you gentlemen should happen to be going out of town, and should chance to hit one of those draw-bridges when it was open you would appreciate fully the situation. If you were coming in on a train upon one of our northern roads and desired to make close connection, and found some vessel wanted to go through the draw and found yourself tied up there, you would appreciate fully how many more people are incommoded, how much more the public are interfered with in their use of that river in crossing it than those few boat owners can possibly be by the use of the draws there. But besides the citizens of Boston, the community to the north and south of us desire to get into and out of Boston; a large amount of business comes that way. It is interstate business, and all the community north of us and also south of us coming into Boston are interfered with by half a dozen craft, or perhaps we will say 20 or 30 craft, the desire to get in and out of the little basin there. In all practical common sense, who has the most reason to complain, the people who come down from Vermont, New Hampshire, and Maine, and perhaps from other portions of our country, and want to come into Boston, who are interfered with by vessels going through the draws there, or the owners of those vessels? I say, to my mind it is a question what portion of the community is interfered with in its rights to cross that river the most, and I believe that portion should give way which is the smallest.

Now, as to raising these bridges, as was suggested here the other day, so as to give a clear headway of 12 feet. As has just been stated, that might be a very good thing for the Tow-boat Company, but it would not meet the case of sailing-vessels at all. Besides, it would entail a tremendous expense, as Mayor O'Brien has said, upon the city of Boston. I do not believe that the United States government, in its wisdom, is ever going to order the city of Boston to expend millions of dollars in bridging that river to accommodate the small amount of traffic that goes up and down. I should like to emphasize the statement which has been made here in regard to the change in the character of the business along that river. I hope to have the pleasure of taking you gentlemen up the river and showing you the changes and improvements that the city of Boston is making there. Trade is being driven away all along that river bank; it is constantly lessening; and, on the other hand, the amount of traffic in and out of Boston is constantly increasing. It would not be surprising if other bridges were required to be built there, and as those bridges are built and trade is driven out certainly beyond West Boston bridge, the claims of these boatmen to go up and down the river will grow constantly less and less. But it is a self-evident fact that within the last few years trade has almost entirely deserted the river bank above West Boston bridge, and it is almost certain that, as the traffic in and out of Boston grows greater and greater, that, except for the through transportation companies, all that traffic will be gradually driven out below West Boston bridge. In the course of time business will undoubtedly be driven out from that side and go around to the other side of our harbor. We have, as you

understand, an embankment there between West Roxbury bridge and Craigie's bridge, and I should not be surprised if some day the city of Cambridge should see fit to benefit its inhabitants by laying out a like embankment on the other side, and there does not seem to be a possibility of a doubt that the entire tendency is to abolish private individual business between those bridges. It may be that the railroads interfere more or less with travel, but we are not in favor of the railroads stopping one way or the other; we are representing the city, and it is for you gentlemen to decide whether you want to compel the city of Boston, in view of the fact that the state of affairs is changing there, that trade is being driven out, to rebuild its bridges. I do not think, as far as my personal information goes, that you gentlemen, when you look into this matter, will look at it in any different light from what we do.

I will say, as Mr. O'Brien has already stated, that there is a boat club upon the basin of Charles river, near the foot of Chestnut street, — the Union Boat Club, — and they are an athletic lot of fellows, and they like to come down through the bridges. I believe that they have stirred up considerable commotion, because they say that the boys standing on the bridge as they go under urinate on them; but I don't think that you gentlemen will compel us to build our bridges higher or to make our draws wider for that reason. I should think you would be more likely to tell the little boys to shut up their drawers. If you could accomplish that for the boat club it would be a very good thing.

Q. (By Mr. RICHARDSON.) You speak of business being driven out of the Charles-river basin. Is it being driven out through any inconvenience in getting there, in consequence of the draws of the city bridges, in your judgment?

A. No, sir. On the contrary, one of the largest coal-dealers up there, Mr. Wellington, told me that he had no complaint to make about the city bridges at all; but that trade was being driven out because people saw that they could make more money out of their land by devoting it to other purposes.

Q. In other words, it is in consequence of the change in the locality of the shipping interests of the city?

A. That, together with the change of locality in our residences, and the location of our parks. The two things go together.

Q. The change is brought about, then, not because the shipping interest is oppressed by anything the city has done or fails to do as to the bridges, but owing to the changes of commerce and navigation, and the locality of navigation that takes place in the course of time?

A. Yes, sir.

Q. The same as changes in the location of stores in the city and residences in the city?

A. Just exactly that way, sir. Why, since my time, the changes on that river have been simply stupendous. Our park system has grown up there, the Back Bay has all been filled, and elegant residences have gone up all along that river. We contemplate laying out a park by the bank of the river, and the entire environment of the place has been changed. It is as different

from what it was formerly as it can possibly be, and the change is still going on.

Q. (By the CHAIRMAN.) Would not that be the result without any obstruction to navigation? Would not the tendency be for vessels to leave the river?

A. That is one point of it, because, with these changes that are going on, vessels do not want to go there. When there is nothing to interfere with navigation it will right itself in a short time.

Q. Would not this abandonment of business have been caused by such an unnatural obstruction as the railroad bridges there? Suppose you should put those railroad bridges between East Boston and the city proper, would they not have a tendency to drive business away from there?

A. Of course, I would not like to give my opinion of the railroad bridges. If you desire me to confine myself to the city bridges, I should say they have had nothing to do, as far as I know or have heard, with driving business away from there.

Q. That, I think, is admitted by every one who has come before us; but my point was, whether the decay of navigation along that Cambridge front can fairly be attributed to other causes, — leaving out the part of Hamlet, perhaps, in the play? If the city bridges have not done it, have there not been obstructions, which, if removed, might change the existing tendency up there?

A. Well, on the other side, you may say that if there is any such obstruction the people have been benefited, and for this reason. In all probability Mr. Burnham sold his property there for a bigger price for a park than he could ever have got for it for a coal-wharf, and it may have been that the mere fact of the interference with navigation up there, changing the character of business, has called attention to the fact of the desirability of putting a park there.

Q. (By Mr. RICHARDSON.) Land away back of Beacon street sells for ten or fifteen dollars a square foot for residential purposes, does it not?

A. Yes, sir.

Q. More than the value of any wharf property in the city, with the exception of two or three steamboat wharves, I suppose. Everybody knows, I suppose, that ten times the volume of business may be done with the same wharf facilities now that could have been done fifty years ago, the methods are so different. A steamship comes up, unloads by steam-hoisting apparatus, is discharged, loads again, and is off in four or five days; where, within my recollection, it was an event for an East Indiaman to come in, and she would not think of discharging, loading up, and getting off again in less than three months. All that is changed. I was on the committee which had charge of widening Commercial street to Atlantic avenue, clear out to Lewis' wharf, and we had occasion to consider whether it was worth while to attempt to resuscitate the old wharves which were abandoned north of Battery wharf and away round up that way. I thought it was not. The railroads are working a great change.

Mr. WILSON. — I should like to confirm the statement that has

been made here that those persons who have apparently made the most commotion about the bridges have no complaint to make against the Boston bridges. They have so stated to me.

The CHAIRMAN. — We have heard that a great many times from the witnesses.

Q. (By Mr. McINTIRE.) Has not the tendency which you speak of to obliterate the wharfage property on both sides of the river, in Cambridge and Boston, been rapidly developed within the last ten years?

A. Yes, sir. Well, since we began extending our park system.

Q. That is, within the last ten years?

A. Yes, sir; people have waked up to the idea of what a beautiful basin we have got there for ornamental purposes.

The CHAIRMAN. — Is there any other gentlemen present who would like to be heard? If not, we will adjourn the hearing until to-morrow, at one o'clock.

SATURDAY, Jan. 11, 1890.

The Board met at one o'clock.

Testimony of L. G. BURNHAM.

I come here in response to a request from the Board. I have been connected with Charles river, gentlemen, since 1868, and have been engaged in business from that time, and am now. I am treasurer and general manager of the Charles River Dock Company, which is interested in wharves on the river. I think, as far as our company is concerned, a revocation of that part of the order which applies to the bridges of the city of Boston and Cambridge would not be objectionable — it would not in any way tend to increase the difficulties which were the cause of the original complaint to the Honorable Secretary of War. The difficulty that existed which caused that complaint, and which caused every consignee of vessels on the river to make the move, was one that had been increasing in its disadvantages, from year to year, until it had reached such a point that so far as our own business was concerned we deemed it impracticable to continue business on that river so long as the vessels consigned to our wharves were so much delayed in passing the bridges, particularly the railroad bridges. The great difficulty has always laid at the railroad bridges; the city bridges have been reasonably prompt. The counsel which represented our company, in connection with the consignees and Vessel Owners' Association, last winter succeeded in getting a law passed by the Legislature, with which your Board are familiar, that has to a great extent obviated the troubles that had existed in the past. As representing our dock company I may say that at no time in the last fifteen years have we had so easy passage of vessels, so little detention, as we have had during the twelve months

which have just gone by. Our wish would be, that whenever a change is necessary in these draws — and I think I speak for quite a number of owners, and nearly all the owners in the company have already appeared before you in their individual capacity as stockholders and many of them as receivers of merchandise on the river — I say our wish would be, when a change is made in the draw of the bridges, to see them put at such a height that the large amount of traffic that goes up there would be able to go up under them; that is, of a similar height to that of the bridge at the Broad-street station in Philadelphia. The changes which are taking place in the methods of coastwise transportation are doing away with the necessity for opening the draws which used to exist, because the use of small sailing-vessels is rapidly going by, and the necessity of opening the draws is very much lessened. In fact, the same amount of merchandise can be accommodated on the river, and the number of times that the draws are required to be opened reduced three-quarters. These great changes which you understand are taking place in commerce and navigation have operated to do away with the old-fashioned sailing-vessels. To illustrate it more plainly, a barge which will carry 1,600 tons of coal represents what ten years ago would have required four sailing-vessels.

Q. (By Colonel GILLESPIE.) What would be the beam of such a barge?

A. The more convenient beam would be between 35 and 40 feet, but the natural tendency is to construct vessels of larger breadth of beam than in past years; but the depth of water there is not more than sufficient to carry a vessel drawing 16 or 18 feet.

Q. Suppose you had that width of draw, would the parties along the river require or demand a beam of 40 feet?

A. Not exceeding that.

Q. Would they need 40 feet?

A. A few of them would.

Q. Would the majority?

A. It would not be so to-day, but the tendency is towards wider vessels. I have one wharf in East Cambridge above these bridges. A wharf which I designed two years ago was on Charles-river, just through West Boston bridge. I have been in business there since 1861.

Q. Where is your present business?

A. I have three different wharves now, — one in Roxbury, one at Sugar wharf, and the other in East Cambridge.

Q. Whereabouts is that?

A. It is the next wharf on the river to the sugar house.

Q. Where do you come out on the river?

A. Right at Prison Point. We come up there to the Prison-point bridge.

Q. You do not go through here at all in order to get up there?

A. Not very often. We sometimes make a passage up through there. I think a great portion of what is called Miller's river, which went by the pork packing establishments, was filled some years ago.

Q. Where do you find your shoal water in reaching this wharf?

A. The greatest amount is at Prison-point draw — from there up.

Q. Is there adequate water below there?

A. There has never been any trouble from there. The only shoal water which we strike in this direction is up here.

Q. What is the width of that canal up there?

A. I think that is 35 feet and some odd inches. We have had a vessel come up that drew 19 feet of water. There was ample water up through Craigie's and West Boston bridges.

Q. (By Colonel MANSFIELD.) Where did that vessel discharge?

A. At the wharf which we then occupied, at the foot of Revere street. We have had two or three such occasions.

Q. Did it go directly to that wharf after passing through the draw?

A. Yes, sir.

Q. At low water?

A. No; at low water there was 10 or 12 feet at the wharf.

Q. Could a vessel go up to that wharf drawing 19 feet on an average tide?

A. I think if it drew 18 feet it could. It would require a little above the average tide, though, if it drew 19 feet. I think the ordinary rise of tides in here is about nine feet, and I don't know of any time, except in an extreme high course of tides, where the tide runs out very clean, when it was less than 10 feet at low water. At the wharf there is an eddy which comes down from here which keeps the river at this particular point scoured out clean all the time, except in this corner here, which I think is shoaling quite rapidly.

Q. (By Colonel GILLESPIE.) It is true, is it not, that a bridge with two draws possesses a superiority over one with a single draw?

A. It would be a decided advantage to have two.

Q. At this particular place?

A. At all places, because a vessel passing the bridges bound up could go up on one side and the vessels coming down could come down on the other. Ordinarily, a loaded vessel would have tug power, and could go at any time of the tide against the tide, with a tow-boat, so that one opening of the draw would admit the passage of two vessels at a time.

Q. Does the actual existence of a single draw possess any disadvantages?

A. Not as it has proved. During the past summer it has met the requirements of business there. I mean to say that it would be more convenient to have two openings; but a single opening, properly handled, with modern machinery, has met the requirements. As a matter of fact, all those railroad draws are a great many years behind the times in their method of handling. They are moved by hand power; none of them have steam power.

Q. (By Colonel MANSFIELD.) If there were no obstructions below Craigie's and West Boston bridges, would vessels drawing 19 feet of water go through those bridges? Would there be any

commerce which could be accommodated with 19 feet draught of water?

A. I think very few of them would.

Q. Why?

A. Because there is not sufficient water after you pass West Boston bridge to go farther up.

Q. Any other reason?

A. There are no docks there that could accommodate a vessel with a draught of 19 feet.

Q. (By Colonel GILLESPIE.) Would an increased depth of water invite any commerce up there in vessels drawing 19 feet?

A. I think the vessels which are being constructed to handle cargoes of merchandise are mostly constructed to draw about 10 feet; that is the average, and they can pass quite a distance up the river.

Q. Suppose you could go with 16-feet draught all the way from West Boston bridge to Cottage Farm bridge, do you think that would have any influence upon the condition of commerce around this basin?

A. There is very little wharf property in that limit which you have defined. There is only one wharf which receives any quantity of merchandise up beyond there.

Q. Say up above Cottage Farm bridge, anywhere up the river?

A. I think commerce would be increased there, for the reason that our water-front below the bridges is so limited. I think there is less than a mile and a half, and the steamship lines and what little foreign shipping we have occupy that. It is not available for such coarse freight as coal, lumber, stone, and material of that sort.

Q. Does transportation by rail possess any advantages over transportation by water that would lead people living in this area to take rail rather than water?

A. On the contrary, I think water transportation possesses advantages at all times over rail on account of the expense.

Q. How is it with reference to economy?

A. Water transportation is a great deal more economical than rail transportation, particularly for the class of merchandise that I have spoken of.

Q. Have the present rates of freight by rail been governed in any way by the water facilities.

A. I think not.

Q. Have not been lowered or raised?

A. I think not. I think the railroads control a certain line of traffic which is there, and they would control that anyway, by reason of their having facilities to reach inland places which water transportation has not.

Q. Has the tendency been to increase or decrease commerce around the Charles river basin above Cottage Farm?

A. There has been a tendency to decrease up to within the last year or two by reason of the difficulties in getting vessels above these bridges. There has been so much trouble that no one had any courage to occupy any wharf there and receive his merchan-

dise by water. In fact, some who have occupied wharves there have attempted to make some arrangement with the railroads, to relieve themselves of the difficulties in getting their supplies.

Q. A great deal of testimony has been brought in here to show that wharf property has depreciated in value during the last five or ten years; in your opinion, if the obstructions which have been referred to had not existed, would that decline have taken place?

A. I think not. I think that all the wharf property that Boston possesses is needed for business.

Q. Are you familiar with the commerce of Charles river?

A. I have been engaged, in business there since 1868, at this point I speak of. I am not so familiar above, except that we are doing business with some of those people.

Q. Have you any commercial relations with those people up there so that you are able to speak authoritatively.

A. None, whatever, except that I am the manager of two or three tugs which tow all their merchandise to their wharves, and treasurer of the company.

Q. What do your tug-boats draw?

A. About 6 to 7 feet.

Q. Can you navigate this whole basin with that draught.

A. Very nearly. We do very well now at high tide, and we hope to have boats so light that we can move about in those channels at all times without been obliged to wait for high-tides.

Q. Can you go as high as Watertown?

A. I have been there at high-water, — carried barges there. I don't know that I have anything further to add to what I have said. If there are any questions which I can answer I would be pleased to.

Q. (By Mr. RICHARDSON.) You say the wharf privileges in Charles-river basin have been diminishing for five or six years?

A. Up to this last year I said.

Q. The method of getting through the bridges has been substantially the same as it is now for twenty-five years, has it not?

A. No; I differ from you. It has been very much improved within the last twelve months.

Q. Except since the passage of the act of last year it has been substantially the same for twenty years, I will say?

A. No; the commerce has increased.

Q. I mean the method of opening the draws?

A. The method opening has not been improved.

Q. It has remained about the same for twenty years.

A. Yes, sir.

Q. (By Colonel MANSFIELD.) I notice, Mr. Burnham, that you say that there has been less detention during the last year than for any previous year in the last ten years?

A. Yes; I am omitting this last year. Excepting this last year, the draws and the management of the draws in the bridges, have been about the same for twenty years.

Q. (By the CHAIRMAN.) I do not quite understand one point, Mr. Burnham. You said something about the business of the rail-

roads. Has that increased the obstruction presented by these bridges?

A. Most certainly it has. I would not want to say positively, but I should think it is three times as great.

Q. So that the obstruction from the railroad bridges has been steadily increasing all the time?

A. Certainly.

Q. (By Mr. McINTIRE.) And, on the other hand, the city has put in steam at the bridges, and furnished greater facilities for getting through them.

A. Yes, sir.

Q. Do you think, Mr. Burnham, that there is any necessity, or that commerce demands, that the draws of Craigie's and West Boston bridges should be widened?

A. That is quite a broad question; but I am convinced it would be more convenient, because lighter-draught vessels could run there than do now, and larger vessels, carrying greater cargoes.

Q. Lighter draught vessels could run through if the draws were wider?

A. Certainly. The more beam they have the less draught, and the larger the amount of merchandise they can carry the less number of times the draw is opened.

Q. (By the CHAIRMAN.) How is that question in regard to the lower bridges, — the Charles-river bridge and the Warren bridge? Do you think commerce requires an increase of the width of those draws?

A. If there is to be any change, it would be very desirable to have the width of those draws increased.

Q. How much?

A. Not less than 40 feet.

Q. The greater width required at these two bridges, as I understand it, is in consequence of the fact that there is a good deal of deep water here which enables commerce to reach the wharves, which does not exist above West Boston bridge?

A. That is quite true.

Q. The vessels of largest size and draught are not those which carry coal to the railroad bridges, are they?

A. I should say they are divided between those and the individual receivers of coal. One of the largest wharves in the city, Winslow's wharf, is between those bridges.

Q. Do you think, on the whole, taking the fact as it is, the tendency of everything in regard to the navigation interests of Boston, would justify the rebuilding of those bridges and make it less convenient for travel on the railroads, in order to accommodate the navigation of the river? Do you think there is going to be enough traffic on the river twenty years from now, looking at the tendency of things, as would justify the rebuilding of the bridges?

A. The present tendency of the commerce of Boston is not towards a very large increase; but if the city increase, and we should have an increase in commerce, we have no room whatever

to take care of it. We have less than a mile and a half, as I said before.

Q. (By Mr. McINTIRE.) Don't you know that there are hundreds of wharves around Boston, clear up in Mystic river and away down beyond the Cunard wharf, that are not used at all, on good water?

A. That has not the slightest effect upon the commerce of Boston; that only affects the commerce that goes through Boston to the railroads, and the teams that are necessary to handle that merchandise clog the streets all up.

Q. It is a fact, is it not, that there are large numbers of old wharves that were once occupied, on deep water, that are going to decay?

A. Quite a large number in East Boston; but they are not available for Boston business.

Q. They were once used for Boston business, were they not?

A. Very little, I think.

Q. They were thought to be useful enough to warrant their being built?

A. They were used for storehouses more particularly. It only emphasizes what I said at first, that the water-front is so limited now that if the commerce of Boston ever increases it will be compelled to go to such places, or to seek other locations for their vessels to land. The entire water-front is now taken up with even the small amount of coastwise traffic we have and the little foreign traffic we have.

Q. There has been a large amount of wharf property created in the vicinity of South Boston, has there not?

A. They are all occupied. I don't know of any idle ones there.

Q. All the steamboat business is south of Battery wharf, along there, and clear out in this direction, — the Metropolitan Steamship Line, Rowe's wharf, and all through there. All the steamships are coming there except the foreign steamships that go to East Boston, are they not?

A. All that is required by Boston merchants for the handling of their merchandise. They occupy all that wharf property. If there are any more lines but on there is no room for them?

Q. (By Colonel GILLESPIE.) Then you mean that the value of wharf property is dependent upon its accessibility to Boston Harbor? Is that the point?

A. Precisely.

Q. That anything else would naturally go into decay under present conditions?

A. Under present conditions it would not be wanted.

Q. (By Mr. RICHARDSON.) Then, as far as Boston is concerned, it is of no advantage to have wharf property on the Boston side of Charles-river basin?

A. Those wharves would take care of a certain amount of our traffic. They are not as accessible as those below.

Q. If coal was coming to Boston it would not go up here to be carried over to the west side of Charles-river basin, would it?

A. If they could find a place it would, most certainly.

Q. No; if it was coming to Boston proper would it be carried over there?

A. There must be a place somewhere in Boston proper to carry it.

Q. I know; but if coal was brought to Boston to be used in Boston proper, up here on Beacon Hill or at the South End, would you carry it to East Cambridge?

A. Not at all. I misunderstood you entirely. It would be wanted on the Boston side.

Q. It would not seek a landing-place on the west side of Charles river?

A. Not if it could find it on the other.

Q. I suppose it is true, as has been stated here, that the railroads are now transporting a great deal of coal to Boston and Cambridge that was formerly brought by vessels?

A. I think it is true that they expect to do it; but I think, as a matter of fact, very little has been brought through as far that, if I understand your question.

Q. I mean all rail from the mines?

A. Very little has been brought up to this time.

Q. What do you mean by expecting to do it?

A. By the bridges that have been completed recently across the Hudson river they are hoping to run trains of cars in times of scarcity right through to Boston; but they will be unable to compete with the tide-water transportation except in times of scarcity, or strikes, or when the harbor is frozen, where tide-water cannot be utilized.

Q. (By Colonel GILLESPIE.) Then this water route through Charles river to this district along, on the north side of the basin, is always going to be an important factor in the delivery of supplies?

A. In the city of Boston; on either side, it will be an advantage for the citizens to have their water-front kept open for the handling of their supplies.

Q. What would be the effect of closing the draws of all these bridges, including the city bridges, permanently?

A. That would crowd our streets with teams on the water-front in getting supplies, increase the cost, and block the streets up.

Q. Increase the cost to whom?

A. To the citizens of Boston of all merchandise which they receive in that way, because it would require longer transportation by teams, which is double as expensive as transportation by vessels.

Q. (By Mr. RICHARDSON.) I do not understand your answer; I do not know but the members of the Board do.

A. Assuming that the bridges, as he said, were closed from Warren bridge up, and there was only a limited water-front of a mile and a half to take all the supplies of Boston and land them in that space, it would so fill the streets with teams in that portion of the city that they would be impassable.

Q. Is not the supply of coal for Brookline, which this river runs

through, carried by the Boston & Albany Railroad right over their Grand Junction tracks?

A. Only a portion of it. A large portion of it is teamed from the coal-yards here in Boston. Another large portion of it is landed at Cottage Farm.

Q. Do you mean to say that last year the coal that was bought by the town of Brookline was not taken there by the Boston & Albany Railroad?

A. I mean to say that that is only a very insignificant amount, perhaps one cargo, of what that one town uses. The citizens of Brookline have received their supply from these sources that I have named, — from Cottage Farm, and all those wharves around the river; only a very small portion of it by rail.

Q. Do you know what the freight of coal is per ton from the Grand Junction wharf round to Brookline?

A. I do not.

Q. How much does it cost to get coal up to Cottage Farm station and into Brookline through the bridges? Do you know what it costs per ton?

A. The extreme sum to Cottage Farm would be 24 cents for passing the bridges.

Q. What is that?

A. The tariff which the vessels charge for passing the bridges. That is not, however, a fixed tariff.

Q. Does that include all the expense, time and everything?

A. Certainly.

Mr. RICHARDSON. — It was stated here, I think, that the freight from Grand Junction Wharf around there was 30 cents.

Mr. BURNHAM. — I am not familiar with the railroad charges.

Q. (By Colonel MANSFIELD.) There are nine bridges, are there not, up to Brookline?

A. Eight bridges to this station that he speaks of.

Q (By Colonel GILLESPIE.) Does Mr. William E. Russell represent you in any way whatever in this matter?

A. He represented me last winter at the Legislature.

Q. Yes, but does he represent you before this Board in the matter of the consideration of the city bridges? Have you employed him in any way as counsel?

A. So far as any counsel does he represents us.

Q. What does that include? What do you mean by "counsel"?

A. As a corporation we have not employed any particular counsel.

Q. Have you asked him in any way, shape, or manner to represent you before the United States Board?

A. Yes, sir; I asked him last winter to represent us.

Q. No; before this particular Board; at this hearing?

A. I can't say that I have had any conversation with him the last few weeks,

Q. Then he does he represent you?

A. Except that he was expected to represent us in all these matters from the time it commenced before the State Legislature until the entire bridge question was settled.

Q. Well, I will ask you if you indorse that letter from William E. Russell to the Board?

A. I think I have practically said that I indorsed it already.

Q. Do you indorse that letter?

A. I do. That practically represents my views.

Q. (By the CHAIRMAN.) If you think 40 feet ought to be the width of those draws, how can you indorse that letter which says there is no difficulty interposed by those bridges?

A. I do not understand that the letter says there is no difficulty. I understood it to say that the consignees were not making strenuous complaints against them as it is now, because there has been such a very great improvement within the last twelve months in taking us up the river that they did not feel like kicking, as they have for the last two or three years.

Mr. RICHARDSON. — What I understood Mr. Burnham to say was, that whenever these bridges are rebuilt it would be advantageous to commerce to have the draws made wider, but that with the width of vessels, such as it is at the present time, navigation did not demand that they be rebuilt at once.

Mr. BURNHAM — I think I said that it would be more convenient to have them that width, but it was not an absolute necessity at the present time.

Q. (By Colonel GILLESPIE.) You were speaking about light vessels with wide beams, — is that the modern vessel?

A. That is the modern vessel. The tendency is to towards increasing the beam of vessels, and making them of lighter draught for all coastwise service.

Q. (By the CHAIRMAN.) What is the width of beam which should be provided for in a draw-way with a given depth of water? That is, supposing you have say 15 feet draught, how much beam would you require for those modern vessels engaged in this trade?

Q. I think I have already answered that. I said that the more beam there is in a vessel the lighter draught it has.

Q. Still, there is a limit. I mean, what is the practical limit?

A. I mean to say that it would not be any less for 15 feet than for the type of vessel which is being constructed at present. I don't think it should be less than 40 feet wide, if a draw is to be constructed to-day to meet the requirements of commerce.

Q. If you had 25 feet draught, you would require a wider draw than if you had 15 feet, would you not?

A. I think very few vessels are built to draw that amount of water.

Q. Perhaps that is too large, say 20 feet. What I want to get at is some relation between the depth of water and the requirements of these modern vessels as to beam?

A. If a vessel was a very small vessel, it would not require over 35 feet to 38 feet beam for 15 feet draught, if it was limited to that, and none were to be constructed to draw any more than that. But, perhaps, I do not make myself fully clear. Even at 15 feet of water the requirements of a wide beam is greater, because the greater amount of beam a vessel has the less it will draw in proportion to its cargo.

Q. (By Colonel GILLESPIE.) Suppose a vessel drew 15 feet of water, what would be the average beam?

A. It depends altogether upon the cargo it is expected to carry. It is almost impossible to answer that question, confining it entirely to the beam.

Q. (By the CHAIRMAN.) That is exactly the question which engineers have to answer in planning a draw?

A. If you include the tonnage, I could answer it very promptly.

The CHAIRMAN. — We have to plan our draws to meet a certain depth of water. That is the question which always comes up. If we have only six feet draught of water, we say a certain width of draw will meet the demands of commerce; if we have 8, 10, 15, or 20 feet, of course we have to vary the width of the draws. I wish to get your opinion upon that point, with reference to this new class of vessels, which makes it quite different from what it was fifteen or twenty years ago.

Mr. BURNHAM. — I fully understand when you speak of 8 or 10 feet, but when you get up to 15 feet you get up to modern vessels, which are constructed to carry very large cargoes. The requirements are as great for 15 feet as 18. But when you confine it to smaller craft, 6, 8, or 10 feet draught, then a draw 15, 20, or 25 feet ought to be sufficient. It is a different class of vessels altogether.

Q. So, if you have 3 or 4 feet less water in one place than another, you would still require the same width of draw at both places?

A. Precisely, if it is not less than 15 feet. But when you come down to very light draught, it is not an ocean-going vessel at all, it is simply a harbor vessel.

Mr. RICHARDSON. — Capt. Bolan has stated to me that he would like to make simply a reply to what was said by Mr. Chase yesterday about having some trouble at Charles-river bridge.

Capt. H. A. BOLAN. — I would like to refer to the case to which Capt. Chase alluded, which happened about three years ago. I had a written memorandum of the case and kept it until last fall, when, thinking that case had been outlawed, gone by and been forgotten, I destroyed it; but I remember that case perfectly well, and have had it fixed in my mind during all this time. A large fleet of vessels arrived in Boston, and we, of course, got a large share of them up at Charles-river bridge that were waiting to go through the bridge. The railroad bridges at that time had no openings so that the vessels could go through, so that they brought up at our bridge and Warren bridge. Below our bridge there were 8 vessels — as many as I could put in there without inconveniencing them — and there was one whole tier, which included, I think, 13 at Charles-river bridge, and then there were several vessels below there which could not come in there, waiting for a chance to get into the tier. In all cases of that kind, where a vessel is to take her turn to go through, I have made a rule, which I think the laws of Massachusetts authorize me to make, that they shall take their turn. That is to say, if I had 6 or 8 vessels, it would be a wrong to those 13 vessels lying below there to allow a vessel to tow

through and take those 13 vessels' turn away from them, simply because the railroad bridges don't have an opening for them to go through. So I have made a rule which says that the draw-tender shall have a right to distinguish between 2 or 3 vessels passing through the draw, and designate which shall pass through first. I think that the law covers that. I explained it to Capt. Chase. He didn't understand it that way, and he was going to bring a suit against the city of Boston. He came up with his boat and the schooner.

That was at the time of ebb-tide, about 4 o'clock in the afternoon. Of course vessels coming down have the right of way, and no vessel being towed up against the tide can hinder them from coming down. That is one of the laws of navigation which is well understood, I suppose. There were vessels enough coming down at the time of the opening at the railroad bridges, which was twenty minutes past 4, and it was flood-tide again before the next opening, which was 8 o'clock at night. These openings are well understood by the draw-tenders, and we govern ourselves accordingly. He applied to go in there above the bridge. I told him there was no space for him, and it wasn't right for him to go ahead of those other vessels; that I had made the rule and should hold to it. He said, "I am here with my vessel, and I have a right to pass through the draw; why can't I go through?" I told him because of the priority of those other vessels which had been waiting much longer for their turn to go through, and that he had no right to go through unless he could go to his destination, which he knew he couldn't do, and agreed to that. He said, "I shall lie here until you order me out or let me through." I told him if he laid there any length of time and blocked the draw I should have to take means to remove him. He stayed there, and I sent down for the harbor police, and they very quickly removed him. There was no detention caused to any vessel coming down, because he was removed before any vessel came down. He waited there an hour, and would have waited still longer if he had been allowed to. I think the detention of his vessel in that case was wholly caused by the openings of the railroad bridges not being sufficient to let the vessel through, and no fault of Charles-river bridge or Warren bridge, either.

Q. (By the CHAIRMAN.) How often do you have a collection of vessels waiting to get through below Charles-river bridge, as in the case of which you have just spoken?

A. It occurs very often, especially in the summer-time, when, perhaps, we have had a week of fogs and easterly wind; the wind comes suddenly from the south-west, which is a fair wind from the Vineyard, and they all bunch in a heap there. I have seen 40 vessels lying between my bridge and the navy-yard.

Q. Would not a fleet of vessels of that kind prevent the fire-boat from passing through here?

A. I don't allow anything to lie at my bridge to prevent the fire-boat from passing. That is one reason why I allow only one tier of vessels to lie there, because the fire-boat could not pass if there were two tiers. These vessels make fast to that one buoy, with

their sterns close up to the bridge, so that they are all ready to go through the draw when their turns come.

Q. (By Colonel GILLESPIE.) Is that (referring to map) a true delineation of the direction of the tide at that place?

A. It is a little bit too straight.

Q. This is ebb-tide?

A. The ebb-tide runs just about straight down there; the flood-tide does not run straight. I should think the ebb-tide ran in about this direction above the bridge (indicating); the flood-tide runs about in this direction (indicating).

Q. How does the ebb-tide pass the bridge?

A. The ebb-tide leaves the bridge perfectly straight. Time and time again I have noticed vessels in a calm day let everything go, drop clear down here to the bend, turn round, and go out.

Q. Do these arrows represent the direction of the tide?

A. I don't think that is right. The flood sets in this direction; the tide sweeps up here; of course, it naturally strikes the Navy-Yard, and then follows up the course of the river.

Q. Does that change at different stages of the tide?

A. It does not run so straight, of course, on the very first half hour of the flood, but after one hour of the flood-tide it runs straight.

Q. I am referring to the direction?

A. The direction would straighten up a little on the first half hour of the flood-tide, but after the first hour of the flood-tide it would take that course, the tide running a great deal stronger.

Q. Let us see how you would put it?

A. There is a buoy off the Navy-Yard, and you will often see the drift-wood coming up here, which will run right into our pier, from the Navy-Yard buoy.

Q. (By the CHAIRMAN.) How do you keep vessels lying at these buoys from interfering with the draw?

A. One buoy is here; another buoy is in this way considerably. A vessel lying here, her bows would reach to here. She has a starboard bow-line on this buoy which keeps her up to the tide, and what we call a breast-line, a port bow-line, to this buoy here, which keeps her perfectly straight and taut. There is no trouble at all. I had those buoys placed to suit my own taste, and we have no trouble of that kind at all. They are excellent buoys, both new within two years.

Q. Would you find any material relief, supposing these detentions did not occur, as they do, at the railroad bridges, by having a double draw instead of a single draw?

A. No; I can put a vessel through every ten minutes during the day. That is oftener than they come along.

Q. Would there be any advantage in having them follow separate tracks?

A. Not with the business we have now, because I can put all the vessels I have now through on the flood-tide. Within the last two years I have seen 25 vessels lying there quite frequently. That makes a large show.

Q. If you were having a crowd of that kind, I should think it

would be an advantage to have two go through at once instead of one?

A. I say I can put them all through as fast as they come along if I had room. We would not have any trouble from their coming in a bunch if we could get them out of the way.

Q. Supposing you had 25 vessels here wanting to go up, and you saw one or two vessels coming down, as I understand it, those vessels coming down have the right of way?

A. Not unless the tide is ebb.

Q. I am speaking about ebb-tide. Those 25 vessels have to wait until the vessels come down. Now, if you had a second draw to which this right of way would not apply, you could be moving some of them up while the others were coming down, couldn't you?

A. There has not been any need of that so far, because we have not been overtaxed by vessels coming down. We can put all the vessels through here on the ebb-tide. It is very seldom, unless it is in the middle of the night, that it takes more than ten minutes. I don't think there is any necessity for a double draw there.

Q. (By Colonel MANSFIELD.) Do you frequently have vessels coming both ways seeking to pass?

A. Yes, sir.

Q. Then there is delay to some one of them?

A. The one coming down with the tide has the right of way.

Q. The other vessel has to wait?

A. Has to wait.

Q. If you had a second draw it would not have to wait?

A. The delay caused by that vessel coming down, which is very seldom, is not over ten minutes.

Q. (By the CHAIRMAN.) Suppose there are three coming down?

A. I say I can put one through every ten minutes.

Q. You have got to close the draw to let the land traffic pass?

A. It only takes four minutes to let a vessel through

Q. You mean that it is reasonable delay; you don't mean that the vessel would not be delayed?

A. Oh, yes; nobody ever found any fault with the delay, it is so slight. There have been a number of cases where we have put a vessel through every five minutes for thirty-five minutes.

Q. There has been some testimony to the effect that a double draw was wanted at Charles-river bridge to enable vessels to go through in both directions at the same time,—what is your idea about that?

A. I don't think a double draw would work there. You see, this space is only 750 feet.

Q. You know this bridge has a double draw which has a great deal less commerce than this one down here?

A. All the work at that bridge has to be done at high-water. A tow-boat going up to Brighton has got to get up there as soon as possible to save time. Half an hour's delay means a great deal.

Mr. RICHARDSON. — They don't want to open them twice. If a vessel is going up here and another one going down here, they open them both at once.

Q. Here is an immense number of people waiting; if you have

two vessels going through instead of one, would it not prevent delays and facilitate business?

A. Mr. Humphrey has stated that he has carried 90,000 tons of coal this last fall. I have seen seven vessels lying out here that practically blocked up this side of the river altogether, and I have been unable to put only about three vessels in here.

Q. (By Colonel GILLESPIE.) What has that to do with it?

A. It shows that there is a good deal of business there. They do so much business that there are sometimes six or seven vessels lying there at one time.

Q. (By the CHAIRMAN.) Have those wharves a legal right to obstruct one-half or two-thirds of the channel?

A. They do it right straight along.

Q. Have they a legal right to do it?

A. I don't know what the rule is. Those vessels average say thirty feet wide. I always endeavor to keep as many vessels in there as I can while they are waiting, to push them along as fast as possible, so that when a vessel comes up here, and the man says, "I want to get through the draw," I say, "There isn't any room up here for you, but I shall have a place for you when this other man has his turn." As I say, I have no doubt but what a fleet of vessels could be put through there just as early as possible with one draw. I don't think there is a particle of necessity for a double draw. If I thought so I would say it. I have no doubt but what a new draw has got to be built there within a very few years.

Q. Then these vessels in here are not delayed by the general stream of traffic at all?

A. They are delayed in towing up through.

Q. That keeps people standing on the bridge, and delays them in getting up, don't it?

A. You might save a little time to some of those people, but the average is only four minutes.

(By Colonel GILLESPIE.) Four minutes is something to a man in a hurry to catch a train.

A. I know, but that does not occur so often as to demand that change. Whether it would occur with all this removed is another question.

Q. Your statement is, that you have anchorage for 25 vessels?

A. Yes, sir.

Q. They would not anchor there if they could get through the bridges, would they?

A. Certainly not. It would save \$50 a day expenses to some of them.

Q. When that bridge is reconstructed don't you think it would be well if it had two draws, just as the West Boston bridge and the Harvard bridge have now?

A. Most of their work is done on high-water, and is done in an hour and a half.

Q. The practical effect is, that you let a man wait there two days, and then put him through in four minutes. That is the net result of your statement, isn't it?

A. That is it. I may keep him there four days, owing to circumstances beyond my control.

Q. Has there been any complaint in the last year with reference to shoaling between the Charles-river bridge draw and the Warren bridge?

A. Yes, sir; the complaint is of shoal water at Warren bridge.

Q. The shoal water is immediately east of the draw of Warren bridge, is it not?

A. No, sir; there is good water there.

Q. You never see a vessel grounded in there?

A. No, sir; there is good water in there.

Q. Then you make the draw along the line of deepest water?

A. Yes, sir; it takes a strong gale of wind to drive the water in there.

Q. (By the CHAIRMAN.) Why were these draws put on the edge of this shoal water when there is a deep channel on this side?

A. Formerly, years ago, the draw was up this way.

Q. Does the flow of the current render it better to have the draw here than in this direction?

A. It was to accommodate the parties building the bridge, I guess. The deepest water is over in here. It gives the railroads a switching-ground to get their trains into the depot.

Mr. HAMLIN. — About those historical matters which you asked for, they are scattered through various city publications covering a great many years, and many of them are out of print, but I will the first of the week get a type-writer and put them in order so that you can see them. You were speaking of the great advantage of two openings. I think if the city could have their say in rebuilding these bridges they would much prefer to have two draws in Warren bridge instead of one, the great advantage being in the repairs. With regard to Charles-river bridge, that will undoubtedly have to be 100 feet wide. The distance is so short and the stream of travel is so great that with only one draw it is choked up, and there is very great complaint there. It would be very much for our interest to put in a similar arrangement there to the one we have at Warren bridge, and that arrangement can be used with a wider opening if required.

Q. (By Mr. RICHARDSON) What is the objection to building an elevated bridge, — I don't mean a bridge to suit Mr. Humphrey that will allow his vessels to go through, but a bridge that would accommodate all vessels?

A. You mean 150 feet high?

Q. Yes.

A. You would have to go away back to Bunker Hill monument to get a start on one side, and away up to the South End to get a start on the other. I think myself that Mr. Humphrey's idea was a pretty good one, that there should be sufficient head-room.

Q. To accommodate the tug-boat company, and no other species at all?

A. The other species is pretty well choked out now and gone. I think that is what we have got to come to.

Copy of letter of Hon. Wm. E. Russell, shown at the hearing, and referred to in the testimony of Mr. L. G. Burnham (see p. 119): —

[COPY.]

“ BOSTON, Jan. 7, 1890.

“ COLONEL S. M. MANSFIELD : —

“ Dear Sir, — Unavoidable absence in New York will prevent my attendance at the hearing before the Board of Engineers in reference to the city bridges over Charles river.

“ I have conferred, however, with my clients who are interested in the navigation of the river, and represent the principal interests doing business there. I am authorized to say for them, that they have no complaint to make of delays or obstructions at the city bridges, and are perfectly willing that the order of the War Department should be modified or revoked, so far as relates to the bridges owned and controlled by the cities of Boston and Cambridge.

“ I will endeavor to attend any further hearing in the matter if you will kindly see that notice is sent me.

“ Yours truly,

“ [Signed]

W. E. RUSSELL.”

“ SECTION 3, CHAPTER 45, ORDINANCES OF CITY OF BOSTON, REFERRING TO DUTIES OF DRAW-TENDERS ON CHARLES-RIVER AND WARREN BRIDGES.

“ SECTION 3. — Each draw-tender shall take charge, by night and by day, of the bridge assigned to him, and shall cause the draw thereof to be opened at all times, when required, for the free passage of vessels in tow, and for vessels not in tow when moving with the tide; and, after a vessel has passed, shall cause the draw to be closed with all possible expedition, not permitting more than one vessel to pass at any one opening of the draw, unless, while the draw is open, the bridge is free from persons desiring to pass, in which case he shall use his discretion as to the number of vessels that he may permit to pass prior to the closing of the draw. He may also, in his discretion, permit a vessel to pass through the draw, against the tide, when the wind is favorable. Each draw-tender shall see that the bridge of which he is in charge, and the abutments and wharves connected therewith, are at all times in a safe and satisfactory condition, and free from all incumbrances; that the lamps thereon are well lighted, the railing and planks in good order, and, in winter, the snow and ice removed from the sidewalks. Each draw-tender shall, however, be subject, at all times, to the authority, control, and direction of the superintendent of bridges, relative to the duties hereinbefore expressed, and also relative to any other duties respecting said bridges and wharves, and the abutments connected therewith, which the ordinances may from time to time order and prescribe.”

ARGUMENT OF JAMES B. RICHARDSON, ESQ., COR-
PORATION COUNSEL OF THE CITY OF BOSTON.

GENTLEMEN, — A considerable part of the evidence which you have heard is not, I think, important for the determination of the questions which, as I understand, are to be determined by your Honorable Board. It happens in all cases, especially where the strict rules of law are not applied in the admission of evidence, that much evidence gets in which is not strictly pertinent to the issue. This was inevitable; and it may require some more care on our part to ascertain what is pertinent and what is not in the mass of evidence here.

The question in this case is a practical one, and much more limited, I think, than might at first glance be supposed. It is a question as to the ease and facility, or difficulty of navigation through certain bridges over the Charles river. The question is not as to the general policy of the State or City in respect to Charles-river basin, — whether it is better for the State that Charles-river basin should be devoted to other purposes or uses than for wharves; or whether the business interests of Boston and Cambridge require that wharves should be built on the Charles river, or how much of it shall be best used for park or other purposes. These questions, when raised, are to be determined by the State, and by the cities of Boston and Cambridge, under the laws of this State. These questions belong to the domestic policy of the State, and the said cities; and with them the government of the United States has no more right to interfere than it would have to determine the size of the ponds on the Public Garden, or the Back Bay Park. The Supreme Court of the United States, in the case of the Escanaba Company *v.* Chicago, reported in the 170th volume of the United States reports, page 678, in a case very much like this, as to a bridge across Chicago river, in the city of Chicago, said: —

“The States have full power to regulate within their limits matters of internal police, including in that general designation whatever will promote the peace, comfort, convenience, and prosperity of their people. This power embraces the construction of roads, canals, and bridges, and the establishment of ferries; and it can be generally be exercised more wisely by the States than by a distant authority. They are the first to see the importance of such means of internal communication, and are more deeply concerned than others in their wise management.”

Neither do I think the question to be decided in this case is a

question of harbors, or obstruction to harbors generally; and I state here what I have already said in a letter to the Honorable Secretary of War recently, on this point. In substance, I said:

“I had not supposed, nor do I believe, that under Section 9, Chap. 860, Vol. 25, Statutes at Large, the question of the effect of the bridges upon the harbor generally, the direction of the currents, flow of tides, channels, the condition of the bottom of the harbor, etc., can properly be gone into. It is only in cases of obstructions to ‘free navigation by reason of insufficient height, or width of span, or otherwise,’ ‘or difficulty in passing the draw-opening, or raft space, by rafts, steam-boats, or other water-craft,’ that the duty or power of the Secretary of War arises under that section.

“The ‘free navigation’ in said section means free navigation through the bridges. The word ‘free’ in the phrase ‘free navigation’ indicates the kind of obstruction to free navigation there meant; the reference to the height of the bridge and to the width of the span indicates that the power of the Secretary of War is limited to such faults or defects as I have stated.

“The word ‘otherwise’ clearly refers (under the rule of *noscitur a sociis*) to obstructions of a similar character to those mentioned.

“A reference to the said orders themselves shows that the alleged ‘obstructions to free navigation’ referred to therein by Secretary Endicott were only those existing ‘by reason of insufficient height of the bridges above mean low water, insufficient width of spans, narrow draw-openings, and faulty construction, and that (*i.e.*, so that) the navigation through and under them is rendered difficult for the passage of steam-boats and other water-craft.’ And his orders were, ‘to so alter the said bridges as to render navigation through or under them free, easy, and unobstructed.’

“There is nothing in the orders which suggests the idea that the bridges are to be altered with a view of changing the course or direction of the water or tide, or improving the bottom of the harbor, or anything of that sort.”

Mr. Endicott, formerly Secretary of War, ordered that the bridge be so altered as to make “navigation through or under them free, easy, and unobstructed.” That is, the whole of the order. It refers to navigation through or under the bridges owned or controlled by the cities of Boston and Cambridge. It does not refer to anything outside of the bridges, and could not under the law upon which said orders rest.

We aver that navigation through the said bridges is easy, free, and unobstructed. What is meant by “free” there? I suppose that the word “free” was put into the statute for the purpose of preventing, in some place or places, somewhere in the United States, the exaction of tolls; and being in the statute it is usual, as every lawyer knows, in drawing up complaints or making charges under a statute, to use the exact language of the statute; and very often language is so used when really it has no meaning or significance in the case where it is so used. There is no pretence by anybody that any charge, or fee, or toll, or payment of any kind is required for the passage of any vessel through any of the

draws of those bridges. The word, therefore, in this case is without significance.

Is not the navigation through the said bridges "easy and unobstructed"? These two words, I think, mean about the same thing; or, at least, if it is obstructed, it cannot be easy, and if it is easy, it cannot be obstructed. Now, we say there is no evidence here against the draws in said bridges, or their management or operation.

You have listened, in all, to the testimony of thirty-one witnesses, not one of whom makes any complaint or accusation against the way or manner in which those draws of the city bridges are operated; and you yourselves have seen the operation. You have seen the steam-engines which furnish the power for moving them, the capstans and other appliances which the city furnishes for the quick and easy passage of vessels through each and all of those bridges. You have seen the draws moved off in three minutes' time. The evidence as to the ease and celerity with which the draws are opened, as to the aid which is given to all vessels passing the bridges, and the readiness at all times, not only to let, but to assist vessels through the draws, when it is possible for them to go through, is all one way, and is uncontradicted, and is conclusive.

The evidence which appears to have been submitted to Secretary Endicott, and on which the original orders were based, consisted of letters and statements and affidavits, from which a conclusion might have been, and evidently was, drawn, that there was difficulty and delay, and hinderances to navigation chargeable to the draws of the bridges owned and controlled by the said cities. This arose, undoubtedly, from the general statements made against "the bridges" in those letters, statements, and affidavits; yet a careful examination of them shows, and would, I think, have shown, had it been suggested, that the complaints and allegations of difficulty as to getting through the bridges did not apply, and was not intended to apply to the bridges owned and controlled by the said cities. But, however that may be, that matter is now cleared up. The parties who were instrumental in procuring those letters, statements, and affidavits have appeared here before you, and stated that they did not mean or intend in those letters, statements, and affidavits to make complaints or accusations against the bridges, or the draws of the bridges, owned and controlled by the said cities.

Mr. Clarence P. Lovell, who represented here before you the National Ship Owners' Association, who represented ninety per cent. of the owners of vessels which carry on any business through the Charles river, and who, beyond all question, represented much more interest in commerce than any other five witnesses together who appeared before you, said, that while there were general statements as to the difficulty in passing the bridges across the Charles river, it was not intended to make complaints against the bridges owned and controlled by the cities, and he stated, over and over again, that he had no cause of complaint against the said bridges of the cities. He further said, "It would seem by

some of those letters as though vessels were detained at the city bridges, but when that matter is looked into, you will find that the detention arose, not from the city bridges, but from the railroad bridges, because it was of no use, for instance, to open the Warren-bridge draw unless the Fitchburg-railroad draw was open." "All that we have ever asked for is, that our vessels should pass through there quickly." "I feel this way: that the city people have gone to work and used every modern appliance, which has been of great benefit, as far as the facility of getting vessels through the city bridges is concerned." He then speaks of the real cause of the trouble, but exonerates the cities of Boston and Cambridge from all responsibility for it. If you believe the testimony of Mayor Hart, ex-Mayor O'Brien, ex-Mayor Lincoln, Mayor Gilmore, Superintendent Nugent, ex-Superintendent Young, Mr. Bragdon, the Harbor-master, Mr. Marvin, and the draw-tenders, it is impossible for you to believe that complaints had been made against the bridges owned by the cities, or that causes of complaint had existed and none of said parties heard of them. I will refer briefly to what they say on this point.

Mayor Hart said: "We have never had a complaint made to us in relation to the bridges, to my knowledge, through any master of a vessel, or any owner of a vessel, and, so far as I know, no member of the city government has ever had any notice of any obstruction, or any trouble in the bridges, and, if there had been any such obstruction in any sense, we should certainly have heard of it from some ship-owner or master of a vessel."

Ex-Mayor O'Brien, who was mayor for four years, 1885-6-7-8, says: "I repeat with Mayor Hart, that during the four years that I was mayor of the city of Boston, no complaint was ever made to me in relation to the bridges, and I can add, further, that while I was for many years an alderman of the city of Boston, and on the committee on bridges, when the committee had exclusive charge of the bridges, I never knew of any complaints having been made, either as an alderman of the city of Boston, or as Mayor of the city of Boston for four years."

Ex-Mayor Lincoln, who was mayor of the city for seven (though not consecutive) years, said: "I do not remember from my experience of seventeen or eighteen years, I think, that I have been on that commission (referring to the commission in charge of West Boston and Craigie's bridges) representing Boston, that any complaints, officially or unofficially, have ever been made to me or to the commissioners" in regard to any difficulty in passing the bridges or getting through the draws."

William J. Marvin, the other of the said commissioners who have charge and control of West Boston and Craigie's bridges, said: "During seven years upon that commission, no complaints whatever have been made to me by persons interested in the navigation of the river of any difficulties."

J. H. Nugent, present Superintendent of Bridges, Charles river and Warren bridges, said: "No complaints have been made to me of difficulties in vessels in passing through those bridges. There is, in fact, no difficulty in vessels, at any and all times, pass-

ing these bridges ; they are open for navigation day and night, at all times." Then he describes at length the facilities provided by the city for the easy navigation through the bridges.

Matthew Welch, draw-tender at Warren bridge, says : " Vessels have no difficulty in getting through the draw of Warren bridge ; there are no delays there through the fault of the bridge ; the draws are open at all times, day and night ; the draws of the bridge are taken off, after the gates are closed, in twenty or thirty seconds ; and a vessel can go through that bridge in three or four minutes after she has given notice of her desire to do so. Sometimes we see a vessel coming, and have the draws off by the time she gets there. No complaints have ever been made by captains who wanted to go through, after I had explained to them about the railroads."

Capt. Henry A. Bolan, draw-tender at Charles-river bridge, who has been connected with the bridge twenty years, says : " It takes three or four minutes from the time of closing the gates and opening the gates again ; it is open at all times in the twenty-four hours ; there is no difficulty at all in getting through that bridge at any time ; they sometimes have to wait for space above, but never on account of the Charles-river bridge. There has never been any complaints by masters of vessels, or owners of vessels, or people interested in the navigation of Charles river, about any difficulties in getting through Charles-river bridge."

William K. Humphrey, who was one of the three men, out of all the witnesses called, who had anything to say against the bridges, admitted : " We are willing to admit that the bridges of the city of Boston and the city of Cambridge do not obstruct navigation very much. The draw-tenders are very courteous ; they open their draws quickly, and let us through in both ways. That has been my experience. He further says : " I admit, as a fact, that most of the objection is to the railroad bridges. If we could get through the railroads all right, there is very little delay at the others."

Bartholomew J. Young, Superintendent of Bridges for three years, 1886-7-8, testified : " There was not at any time any trouble to navigation that could have been caused by the city bridges ; there was some complaint, but it was on account of the railroad bridges, and not on account of the city bridges."

Mr. Horatio Wellington says : " From a business experience of thirty-six years, I should say, eventually the draws will have to be widened, but we have no detention from the Boston or Cambridge bridges ; not at all. I have no desire that they should be widened at present. Our detention has been at the railroad bridges. We never had any desire to have the city of Boston widen the draws, or to raise them so as to go through the Charles-river and Warren bridges. We have got through these bridges (of the cities) without any detention at all. Mr. Wellington had a part in procuring the statements, letters, affidavits, and statistics which had been sent to Secretary Endicott. Speaking of the width of the draws, incidentally, Mr. Wellington, says : " At first the draws of the bridges were only thirty feet wide. At that time that was perfectly satisfactory to everybody."

Speaking of the appliances furnished by the city to assist vessels through the draws, he says; "The present management is very satisfactory, indeed. If the railroad had the same appliances to their draws we would have no trouble."

Alderman Wesley A. Gove, a member of the Board of Aldermen, and a resident of East Boston, said: "I have never heard any complaint against the Boston or Cambridge bridges."

Mr. Eugene Nelson, of the firm of George A. Nelson & Co., one of the largest coal dealers in New England, said: "Our vessels have no difficulty in getting through Charles-river bridge, and I have never heard any complaint against the draws of the Charles-river and Warren bridges."

Capt. B. F. Bragdon, Harbor Master, who certainly ought to know the facts beyond any question, testified to his familiarity with the Charles river and Warren bridges. and to his connection with the harbor police for twenty years, and who is in that vicinity daily, said: "There has never been any complaint to my knowledge since the time I have been there of difficulty or detention of vessels in passing the draws of either the Charles river or Warren bridges. Sometimes they accumulate waiting for a chance to go through the railroad bridges. There has never been any detention at the other two bridges (referring to the Charles river and Warren bridges). They can take them there just as fast as they can get them through the other bridges (that is, the railroad bridges), and as much faster as they want to go."

Lewis W. Swan, Assistant Harbor Master, testified to his familiarity with the draws at Charles river and Warren bridges, and who has been in Boston Harbor in that vicinity for thirty-five years, says: "I have never heard any complaints in regard to the draws of the city bridges. I have heard a number of complaints in regard to the railroad draws."

The testimony of Edwin L. Pillsbury is important. He was chairman of the committee on railroads of the Massachusetts Legislature for the session of 1889, which had heard petitions of masters and owners of vessels in respect to the detentions in getting through the bridges across Charles river, at the north end of Boston, and says that on those petitions they had public hearings, of which notice was given to the public through the newspapers, at which everybody had a chance to say anything they desired about any detentions at any bridges. He says, "No complaints were made of the bridges owned and controlled by the cities of Boston and Cambridge; none whatever."

Hon. Alanson W. Beard, formerly Collector of the port of Boston, testified that he had never heard any complaints during the four years that he was Collector, nor in the thirty-seven years of his mercantile life in Boston, of any difficulty in passing through the bridges owned and controlled by the city of Boston.

Captain Alfred W. Smith, draw-tender at Craigie's bridge, testified that he had been draw-tender in charge of the draw at Craigie's bridge seventeen years, and that he had no complaints from masters of vessels as to the width of the draw of that bridge.

Mr. Jonathan Chase, says in effect, that the bridges owned by the city are not the cause of the trouble. He represents the interests of three tug-boats. He could mention only one instance of when he asked to go through Charles-river bridge and was refused; but he made no record of it, and he admitted that he never made any complaint about it to any person, either to the Mayor, Harbor Master, or to any person connected with the city government, or the government of the bridges.

Alderman Wilson testified that he was chairman of the special committee to investigate the subject of the orders of Dec. 6, 1888; that he had resided in Boston, near the Charles river, nearly thirty years, and had been in the city government four years. He said: "I have never heard a complaint in any way, shape, or manner of the management of the bridges, or of the interference of these bridges with the navigation up and down the river."

Now, it is perfectly impossible that complaints were actually made, or that any just grounds of complaint against the draws, or the operation of the draws of the bridges owned and controlled by the said cities, existed, and none of these parties ever knew or heard of it. And your Honorable Board must be convinced of that fact. There is no ground or chance for any other conclusion.

Mr. Russell, counsel for the wharf owners and vessels navigating the river, says, frankly, that the cities of Boston and Cambridge are not responsible for hinderances to navigation on Charles river; that the language of the letters and affidavits which had been sent to the War Department in 1888 was too broad; so that whatever ground there at any time appeared to be for any opinion that the bridges owned by the cities were in any way chargeable or responsible for hinderances to navigation, at the present time disappears; that matter is all cleared up.

There is nothing left of a claim, or upon which to base a claim, that the bridges owned by the cities are, or were, responsible for any hinderance to navigation on that river, and I respectfully request this Board to state in their report to the honorable Secretary of War, especially that as to the charges and accusations contained in those letters, statements, and affidavits now, upon a more careful examination of them, and upon the evidence in this case, it is shown that it was not intended by the parties furnishing those letters, statements, and affidavits, to include the city bridges in such complaints and accusations, and that none of said parties do now make any such charges

Unless there is some evidence, which I know not of, and which was not shown me on my request to see the evidence on which the original orders were based, the whole ground and basis for said orders disappears.

If my view is correct as to the question at issue in this case, I could safely, upon the evidence certainly, leave the case here.

In view, however, of some evidence of a general character which has gone into the case, as to the navigation of the river, and the amount of it, and the uses which have been, or which now are being made of Charles-river basin, etc., etc., and as to the

possibility of raising the bridges or widening the draws, I will briefly advert to some of those things.

First. As to raising the bridges so as to allow vessels to go under them. This is practically impossible; and nobody has seriously suggested it, as far as I know.

Second. As to raising the bridges twelve feet, more or less, so as to allow tug-boats to go under.

It is clear that while such an alteration might be advantageous for tug-boats, it would be of no advantage whatever to other craft. The barges, even, have masts. I thought it required some assurance on the part of an agent of a tug-boat company to suggest this change, which manifestly for his benefit, would be plainly to the injury of everybody else. The tug-boat interest I submit is not an interest of navigation of any importance, or, at least, of such importance as to be taken into account in this matter; and it is curious that of all the witnesses who appeared before you, the only persons who have made a suggestion of the desirability of this, or any other change in our bridges, at the present time, are those interested in tug-boats; and no two of these persons agree as to what should be done.

Mr. Humphrey, another of the tug-boat owners, desires to have the bridges raised twelve feet above high-water mark, and the draws abolished. This would be a good thing for his interest, for it would absolutely require tugs to haul up the rivers in lighters everything that would go above the bridges.

One other person, who represented tug-boat interests, started off with the statement that the draws of the bridges ought to be fifty-two feet wide. Then he thought forty feet was sufficient, and finally thinks that draws thirty-six feet in width would allow the passage of any vessel which would ever be likely to go there, provided there were two draws in the bridge.

In answer to a question by General Mansfield, he says that he would "just as lief have the present draw, as to have them forty feet wide."

Referring to the proposition to raise the bridges so as to give a passage twelve or twenty feet high, this witness said: "I think that would be a first-class scheme for the Boston Tow Boat Company, as they have a large capital, and are branching out in that line of business. I think for their special business it would work first rate, but I think it would be against the general public interest."

The other person interested in tug-boats was Mr. Burnham, who stated that the hinderances to navigation in Charles river were not in the city bridges, and that the "revocation of that part of the original orders of the Secretary of War which refer to the bridges of the cities of Boston and Cambridge is not objectionable." The utmost Mr. Burnham said is, that when a change is made in the draws of the bridges, he wished to put them at such a height that the traffic could go under them, so that the draws could be done away with. He does not seek to have it done now. He admits that the depth of water in the river is not more than sufficient to carry a vessel drawing sixteen or eighteen feet, and that at the present

time the draws are wide enough to accommodate almost all the vessels which can navigate the river. He further says that it is not proved that the existence of a bridge with a single draw possesses disadvantages over one with a double draw; that the bridge with one draw has met the requirements of business the past year, and says that the former trouble has been to a great extent obviated in the last year.

On this part of the case also, the fact that no complaints have been made against the bridges, is strong evidence that the draws are wide enough for the present requirements of commerce. Do you suppose that any considerable number of vessels more than thirty-six feet wide have sought to go through these bridges, and yet that none of the officers of the city or men connected with the bridges have ever heard of it? The only kind of vessels wider than thirty-six feet, which any one suggests is likely to want to do so, are the large, square, box-like lighters, which may come in use.

That width, thirty six feet, has become the standard and settled width for the draws of bridges over navigable streams throughout this Commonwealth for the last twenty years.

Ex-Mayor Lincoln, in respect to the width of the draws, and in answer to a question by a member of the Board, as to how they happened to be the width of thirty-six feet, stated that previous members of the Board of United States Commissioners, including Admiral Davis, General Foster, Professor Whiting, General Graham, and others, used to meet as advisory counsel with them, "and in a measure advised us that that would be a proper width of those draws, and so determined it; and after we had made that determination, made a recommendation to the legislative committee, and the width was finally fixed at thirty-six feet."

In the construction of the new Harvard bridge, at the cost of \$500,000, the draw was required to be only thirty-six feet in width. An act passed the Legislature of Massachusetts in 1888 requiring the increase of width of the draws of smaller bridges farther up the river, and thirty-six feet was the maximum width required. The width of the draws of the Warren and other bridges was fixed by the Legislature of Massachusetts in 1870, the width of Charles-river bridge in 1872.

Is it to be supposed that the Commonwealth is not sufficiently alive to her commercial interests to cause the draws of the bridges to be widened, if those interests required it? Upon this point the statements of the Supreme Court, which I have before referred to, are very pertinent. This Honorable Board, and the government of the United States, may be assured that whenever the public interests require an increase of width of those draws, they will immediately be widened; but wider draws, besides the immediate first cost, require heavier machinery and power to move them, and more time in opening them, and greater delay to public travel whenever they are opened. The trial of a wider, and, therefore, heavier draw, was once made on the Charles-river bridge, but it was a failure. It could not be operated.

I desire to say a word, not because I think it is necessary or

pertinent to the issue, as to the Charles-river basin, and the uses to which it will very soon be put, because more or less was said about it during the hearing. The truth is, and it is perfectly manifest to everybody here that no considerable navigation can be carried on in Charles-river basin with the later and larger size of vessels. It is only the smaller vessels, and at high tide at that, which can navigate the Charles-river basin at all; and not at all even for a month or two generally each year by reason of ice.

It is as plain, also, that railroads here, as everywhere, are superseding vessels for the transportation of merchandise. Some coal goes up the Charles river in small vessels and barges to Cambridge, and to the railroad wharves this side of Cambridge; but it was admitted by all the witnesses, who said anything about it, that with the completion of one or more railroads projected across the Hudson river, the comparatively little coal which now goes up the Charles river will all be brought by rail. It is also plain that, on the west side, the projected park improvements will prevent the use of that side for wharf purposes, as the park improvements on the Boston side have already done.

Charles-river basin is not needed for commerce; or, if in any sense it is, it is needed for something else much more; and no man who is not blind to the tendency and course of things in that and other parts of the city, can avoid seeing that the Charles-river basin, for the purposes of navigation, is much longer out of the question. It is destined for a very different purpose, and, in our opinion, a purpose inconsistent with its use for commerce.

Mayor Hart stated that he saw no reason why the bridges should be altered; "the interests of the city of Boston are more assuredly in the crossing of the bridges than they are in going through them." That the "whole trend of the business of navigation is in the direction of the new wharves at South Boston, rather than going up the river." That, in his opinion, the interests of Boston do not demand any change in the bridges or the widening of the draws.

Ex-Mayor O'Brien said, after speaking of the diminution of navigation in the river, and the changes going on around the river, that it would be for our interests "instead of widening the draws, etc., to close that part of the Charles river to navigation." That property which is worth from five to ten dollars a foot for residential purposes cannot be devoted to the use of wharves which is worth only twenty-five or fifty cents a foot. The tendency for years has been to obliterate wharfage, and all that class of business on both sides of the Charles river, and that it will soon be to the interests of those who have wharf property there, as well as all parties, to do away with the use of the property for wharf purposes and put it to a more valuable use—residential purposes. The cost at the present time, said Mayor Hart, of the improvement of our park system on the river, has been \$600,000.

Ex-Mayor Lincoln said: "There is no necessity for rebuilding or raising the Charles-river bridges; not at all. That there is less navigation up the river in proportion to what there used to be.

The travel over the bridges increases very much. I do not think public interests require the alteration of the bridges."

William J. Marvin, one of the Bridge Commissioners, said: "My opinion in regard to raising or widening the bridges is, that it would be very unwise; there is no necessity for it; and the travel is so much greater over the draws than through or under them, that it will be only a question of time when they will have to be closed. Lumber dealers on the river get their lumber now by railroad at least one dollar a thousand cheaper than they can by vessel." That wharf property on the river is not valuable. There is no necessity for them. He doubts very much whether the government of the United States understands the question, when ordering the draws widened, and entailing a large expense upon the cities unnecessarily. There is much vacant wharf property on the Cambridge side. It is a drug in the market; no demand for it; it has depreciated one-half in value in twenty years. That the river is in itself becoming less and less valuable for navigation. It is his opinion, as harbor-master for the upper part of the river, that if West Boston bridge draw was widened to forty feet, vessels of that width could not navigate the river.

Mr. Nugent, Superintendent of Bridges, said that navigation is entirely closed up for a month or two in the winter; and, were it not for the bridges, the river is so shallow that large vessels could not go up there."

Mr. Henry D. Hyde, having and representing large interests of various kinds around the Charles river, after testifying to the enormous number of cars, and passengers in those cars, passing over the four city bridges each day, in which it appeared that the total number of cars for twelve consecutive days in November, 1889, was 43,409, an average of over 3,500 cars each day, — and the total number of passengers in those cars was 836,752, about 70,000 per day (these did not include teams or foot-passengers). He described the plans for improving the embankment on the Cambridge side, stating that it was intended to be a residential portion of the city; that no business should go there. He says: "Above West Boston bridge, on both sides, with the exception of coal wharves away up by Cottage Farm bridge, which will also be cut off considerably by the widening of Commonwealth avenue, there is no longer any sign of a wharf, nor is there going to be a wharf; both sides of the river are going to be built upon. Land has received such a value that wharves have entirely disappeared. That portion of the river is to be entirely used for residential purposes. That, in a very few years, above West Boston bridge, there will be no business done, as far as wharves are concerned. That at the present time it makes very little difference whether their coal comes up by railroad or by Charles river. And the general tendency of things is to diminish navigation on the river." His belief is, on the whole, that the cities of Boston and Cambridge could afford to buy out all people who had any wharf rights up the river, and have the bridges simply become travel bridges, with no draws in them; that it would be better to do that than to attempt to make any material alteration in them. The expense of

maintaining the draws is very large, and the business done along the river is gradually diminishing.

In this connection I want to refer to the statement of the Chairman of the Board of Police, Mr. Whiting. The amount of travel over the bridges, in addition to that of the street railway, is shown by the statement of Mr. Whiting, who took on actual count at my request, which has been put in, from which it appears that the average number of single teams passing over the Charles river and Warren bridges daily is not less than 7,000 ; the number of double teams not less than 3,000 ; and the number of foot-passengers not less than 20,000. On the other hand it has been shown to you how the returns of the draw-tenders indicate much more commerce through the bridges than there really is ; one vessel counting with a tug or tugs, in and out, making a show in the returns of six vessels passing the draws for only one cargo.

George H. Gale testified that he has been a lumber dealer in Cambridge for thirty-two years. That he formerly had his wharf on Charles river, at the mouth of the Broad canal, and his lumber came by water formerly. That twenty years ago wharf property on the river was worth more than it was for other purposes. Railroads have rather upset that state of affairs.

In answer to a question put by the Chairman of the Board, he says : “ I don't attribute the depreciation in value to the obstruction of the channel and the obstruction to navigation. It is owing to the low rates of freight which we get by rail. The lumber business is changed, and now largely comes from the West.” And it is his opinion that in the coal business, coal can be brought to Cambridge as cheaply by rail as by water at the present day. That you cannot use large vessels on the river, because the river is not large enough ; in his opinion there is no necessity, looking upon the interests of navigation on the river in the most favorable light, to widen the draws, or to change the bridges belonging to the cities. “ If,” he says, “ you were to widen the draws considerably you could not use any larger vessels on the river than you do now. There is no demand for wharf property in Cambridge, and a great deal of wharf property has been abandoned.” “ In my opinion,” he says, “ obstructions in the river have had nothing to do with it. The railroad facilities accommodate them better than vessels in the river. I gave up the wharf which I had on the river, and I would not go back to it if you should give it to me free of every expense, taxes, and rent.”

William H. Gilmore, Mayor of Cambridge, testified : “ In my opinion there is no demand for the widening of the draws, or raising said bridges ; in my opinion there is no need of it. Many wharves on both the Boston and Cambridge sides have been obliterated within the past ten years. I know of wharves which are not occupied and which cannot be rented, — wharf property owned by the city of Cambridge which has been for sale for a long time, but which cannot be sold. I receive a great deal of freight for the city by rail. It is very much cheaper than by water. We can obtain it at all seasons of the year. I do not want to be understood as saying that the draws ought to be

closed, but that they ought to be widened, or the bridges raised, seems to me a preposterous proposition. The largest enterprises which have been undertaken recently in Cambridge are located back from the water. and depend upon railroad communication."

Does any person doubt that Mayor Gilmore does not know what the interest of Cambridge is on this question, or that he does not truthfully represent it?

Mr. Burnham, in reply to a question by a member of the Board, said: "I do not think that the rates of freight by railroad have been at all governed by water facilities. I think the railroads control a certain line of traffic which is theirs, and they would control that anyway, by reason of their having facilities to reach inland places, which water transportation does not."

Mr. Charles L. Davenport, who formerly carried on a very large business in car-building in Cambridge, and owned a wharf, but latterly he says, "Pretty much all of my lumber came over the Fitchburg and Boston & Albany Railroads;" that "wharf property in Cambridge is all gone down to nothing almost, from what it was when I first started there. It is of no value, hardly, compared with house property. I have known it ever since I started in business there in 1831, and it is going to be all used for dwelling-houses up here [referring to the shore above the bridges], and the wharf property will all be below the bridges." When asked what is the cause of it. he says, "Merchandise comes by railroad, and that very soon all the wharf property in Cambridge will be obliterated. This [referring to the Cambridge side of the basin] is going to be a great place for dwelling-houses, and the park, when it is finished, will be the finest water park in the world."

From the form of a question put by a member of the Board to one witness, I inferred that the thought existed in the mind of the questioner, that if it had not been for the bridges, there might have been more navigation up the river. I doubt it. If there had been no bridges, and so less Boston and very little of Cambridge, what would have required navigation at all? It is only because of the expansion and prosperous growth of the cities that has made navigation necessary there. The future of Cambridge, as well as her past and present, depends upon Boston, her nearness to, and the ease and facility of communication with, the latter city, and this must be by bridges; the expansion and growth of Boston on and north side, absolutely require these bridges across the Charles river on that side of the city. Both cities depend a thousand times more upon the bridges over the river than they do upon navigation on the river.

It is said that some years ago the general government expended some money in dredging Charles-river basin and the channel of the river above. It does not appear, however, that it gave much impetus to commerce up there.

The evidence is, that navigation on the river has been gradually diminishing for many years. I suppose that if the general government shall oblige the cities to expend a sum of money, more or less, on their bridges, for the alleged purpose of improving navi-

gation, that the general government will be willing and ready to expend at least as much more in the channel to make navigation on the river possible or practicable.

In his report of the year 1884, Major Raymond, of the Engineer Corps, U.S.A., after stating the difficulties which had been encountered in dredging the channel of Charles river, speaking of the bridges across the river, said: "These bridges are, doubtless, a necessary evil. They are required for the land transportation of a great city. They might have been so constructed as to avoid to some extent the evils they produce. The number might have been reduced; the piles might have been driven in conformity with the current; and the draws might have been given more liberal dimensions. But, however possible it might be, as a mere engineering question, to correct all these errors of construction, it is practically impossible, because the rights established and the interests involved are so numerous and varied." If it was practically impossible then, it is much more so now. It is within the past five years that the whole park improvements, of which I have spoken, has taken place.

You have seen a sketch of the projected parks. It is not a fancy sketch. The work on them has already been begun in earnest, not only by wealthy and enterprising men and corporations, but by the cities. The result will not be a greater change than that which has made Copley square, or Commonwealth avenue, in the last twenty-five years; and when such change takes place, no person can believe that the beauty of the water park above Craigie's bridge, would be allowed to be marred by coal wharves, or that the water of the basin would be used for navigation by tugs, coal barges, and lighters. I expect that within twenty-five years from this time, the wharves above Craigie's bridge will have disappeared, for the reasons and in the manner stated by Mayor Hart, ex-Mayor O'Brien, Mayor Gilmore, Mr. Hyde, and others: the wharf land will voluntarily be sold and used for other purposes. Navigation of the river for the purpose of commerce will then have ceased. The cities of Boston and Cambridge see this, and the city councils of both cities have asked the Honorable Secretary of War to revoke said original orders. They appear here and urge it, and nobody appears against it. If this was merely a question of how best to make or preserve a ship channel or water-way, up and down the river. If it was a question of engineering, simply, I should hesitate before offering an opinion on it to this Board; but it is not a question of engineering; if it is any more than a question whether the draws in those bridges are wide enough, or whether vessels in passing through them are unduly obstructed or hindered, if there is any more to the question than this, it is still only a question of business, a question of municipal policy. The said cities say in view of the situation, not that the draws should now be closed, but that the alteration of said bridges is not now needed; that the expenditure of the very large amount required to raise these bridges owned by the cities, or to alter the draws, is now uncalled for.

As I had the honor to say to this Board in the opening statement, these bridges are merely the extension of our streets. They

are highways by the statutes of the State ; they are indispensable to the growth of the city, and they came naturally with its expansion and prosperity. Any interruption of, or hinderance to, travel over them, in our opinion, would be just so far a hinderance to the growth of the city in that direction. An attempt to confine Boston to her original territory, would be as unwise as to try to confine the oak to the flower-pot in which the acorn was planted.

Previous to your sessions here, it had been publicly announced that your honorable Board would meet here “for the purpose of public consultation with all persons interested” in having the bridges of the city altered. Both cities have appeared and spoken against it. You must have been convinced that not only as to Boston and Cambridge as municipalities, but as to all persons in this vicinity, there is substantially but one opinion upon it, and that is, that the bridges owned and controlled by the cities do not obstruct the free navigation of the Charles river, within the true meaning of that term ; and that an alteration of said bridges owned by said cities, under said orders, is unnecessary ; that navigation through those bridges is, in the meaning of the statutes, “free, easy, and unobstructed.”





CITY OF



BOSTON.

THIRTY-FIRST ANNUAL REPORT

OF THE

INSPECTOR OF MILK AND VINEGAR,

FROM JAN. 1, 1889, TO DEC. 31, 1889.

OFFICE OF THE INSPECTOR OF MILK AND VINEGAR,
1151 WASHINGTON STREET, BOSTON.

*To His Honor the Mayor and the Board of Aldermen of the
City of Boston: —*

I have the honor to submit the following report for the Department of Inspection of Milk and Vinegar for the year 1889.

The work of inspection and the routine of the office have proceeded with entire smoothness, and have been productive of most satisfactory results. A greater number of laboratory examinations have been made than during any year since the establishment of the office; the laws governing the inspection and sale of milk, oleomargarine, and vinegar have been enforced without undue severity and with careful consideration of even justice, but with sufficient strictness to ensure a wholesome respect for their provisions; and adulteration has been very markedly reduced throughout the city, and particularly in certain sections where hitherto it has been very extensively practised, notably in South Boston and Charlestown. These results are in great part owing to the constant fidelity and hearty coöperation of the

several present employees of the office, to whom my grateful acknowledgments are due.

The principal duties of the inspector, as defined by the statutes under which he acts, are the issuing of licenses, the registration of stores where milk or oleomargarine is sold, collection and inspection of samples, and the enforcement of the laws in the courts.

The statistics of the office, the details of the work performed, and the consideration of relevant topics, will be found below under their proper headings. For the sake of convenience and uniformity, I adhere more or less closely to the order in which they have been taken up in previous reports of the department.

LICENSES.

The statutes governing the sale of milk and oleomargarine require that every person who conveys either of these articles, in carriages or otherwise, for the purpose of selling the same within the limits of the city, shall be licensed annually by the Inspector of Milk, and shall pay fifty cents to the use of the city. Every person before selling milk or oleomargarine, or offering the same for sale in a store, booth, stand, or market-place, shall register in the books of the Inspector, and shall pay fifty cents, which fee is paid but once by the dealer in milk, and annually by the dealer in oleomargarine.

Licenses are issued only in the names of the owners, and may not be sold, assigned, or transferred. Each license records the name, residence, place of business, number of carriages or other vehicles used, the name and residence of every driver or other person engaged in carrying or selling, and the number of the license.

The licensee is required to cause his name, the number of his license, and his place of business to be legibly placed on each outer side of all carriages or vehicles used by him in the sale and conveyance of milk or of oleomargarine, and to report to the Inspector any change of driver or other person employed. For failure to comply with these requirements, or for selling or exposing for sale from carriages or other vehicles without first being licensed, a fine of not less than thirty nor more than one hundred dollars may be imposed. Repetitions of the same offence call for still heavier penalties.

Failure to register for the sale of milk or of oleomargarine from stores is punishable by fine not exceeding twenty dollars.

Number of licenses issued to dealers conveying milk by carriages or otherwise for purposes of sale	658
Number of new registrations of store-keepers en- gaged in the sale of milk	437
Number of registrations of store-keepers engaged in the sale of oleomargarine	113
Total number of licenses and registrations	1,208
Amount of money received for the same and turned over to the City Collector	\$604

INSPECTIONS.

The Inspector is authorized by statute to employ, subject to the approval of the Mayor, suitable persons to act as collectors of samples, who must be sworn before entering upon their duties. He and his collectors are empowered to enter all places where milk, butter, or cheese is stored or kept for sale, and all carriages used for the conveyance of milk, and may take samples of milk and of suspected butter and cheese for analysis, and he shall cause the samples so taken to be analyzed or otherwise satisfactorily tested, the results of which examination shall be recorded and preserved as evidence. In the case of milk the owner or custodian has the right to demand and receive a sealed portion of the sample for his own use in case of complaint.

It is of the very first importance in this work, for upon it depends very largely the efficiency of the office, that the collectors so employed shall be absolutely trustworthy, of good judgment, and discreet. The collector must be proof against that kind of interested friendship which takes the form of an exchange of favors of a pecuniary nature on the one hand, and of protection and exemption on the other. He must have tact, and exercise great judgment in dealing with men of all possible temperaments and conditions, — some ever ready and willing to undergo inspection, others unwilling, defiant, and abusive. He must be active, strong, of great endurance, and indifferent to conditions of weather.

Such men I have been fortunate enough to secure, and to their fidelity and constant attention to their duties all parties interested, the Inspector and the inspected, can testify.

Collections of samples for inspection are made on every week-day, and frequently on Sunday. The time varies very much according to circumstances, but most of them are made in the early morning and forenoon, though often a district is visited in the afternoon or evening. The usual method of

collecting milk samples is as follows: The collectors go to the different districts, to which they have been assigned the previous day, and begin their work very early in the morning, usually about two or three o'clock. Each carries a satchel in which are sample cans, bottles for return samples, tags for identification of the specimens collected, blank receipts, sealing-wax, etc. At the time of taking a sample the collector makes a series of memoranda on a tag, which, before leaving the wagon, he affixes by means of a piece of copper wire to the handle of the sample can. The memoranda include every important point in any way connected with the taking of the milk,—the name on the wagon, the license number, the name of the driver in charge, the time and exact locality, the number of cans on the wagon, the kind of can from which the sample was taken, whether the same was marked "skimmed milk," whether a sealed portion of the sample was delivered, and to whom, and any unusual or peculiar circumstances. These notes are made in the presence of the driver; and the tag, securely fastened to the sample, serves for its identification, and may later be used to refresh the memory of the collector on the witness-stand in case of prosecution. In every case the person from whom the sample is taken is asked if he desires a sealed portion of the same. If the answer is in the affirmative, a three-ounce bottle is filled, properly labelled by means of a small tag, and sealed in such a way that the latter cannot be removed without breaking the seal. The collector then delivers the bottle to the person in charge, who signs a receipt for the same.

As soon as the collector has obtained a sufficient number of samples he proceeds to the office, and having delivered them to the chemist, prepares to make a second trip. If, as frequently happens, he arrives at the office at such an early hour that nobody else is present, he locks his samples into a small closet, to which only himself and the chemist have keys. The second trip is made as a rule during the forenoon among the stores.

The different districts of the city are not visited with any fixed regularity, and thus it happens that the dealers have no idea when they may next expect a visit, and hence cannot feel that having been inspected to-day there will be no risk attending the conveyance of adulterated milk to-morrow. Collections are frequently made on several consecutive days in the same district by one or the other or both collectors, and certain districts may be visited by both collectors twice in the same morning.

In making collections in some of the out-lying districts

which are not thickly settled and not easily accessible, the usual method is to employ a herdic, and take a sufficient number of cans for a very thorough series of inspections. As many as forty or fifty samples are often obtained in this manner on one trip.

Collections of samples of vinegar are made at any time during the day, the collectors going from store to store. As the law as it stands does not authorize the Inspector and his assistants to take samples of vinegar for analysis, it is not an easy matter to reach the wholesale dealers, who, as a rule, are responsible for the quality of the vinegar sold in the retail stores. In order to reach this class and obtain samples for analysis, it is necessary to resort to the expedient of purchasing by wholesale, as for a store.

In the enforcement of the law relating to the sale of oleomargarine the method of procedure is rather different. In the case of milk or of vinegar it is an offence to sell or to have in one's possession with intent to sell the article when not of a certain quality, but in the case of oleomargarine the principal offences are selling without being licensed or registered, and selling in packages not marked according to the statutes. It would be, therefore, quite superfluous and unnecessary to collect samples of oleomargarine known to be such, merely for purposes of analysis, for the result of the latter would be a foregone conclusion, and of no purpose. Samples of butter suspected to be oleomargarine may be taken for analysis, but as a rule the result of the examination shows them to be the genuine article. Since the principal offences against the law relate to sales, it must follow that samples must be purchased. It is obvious that a dealer, knowing, as he often does, the faces of the Inspector and his assistants, will not be likely to deliver the article improperly marked, even though that were his usual practice in his daily business. Nor will, as a rule, a dealer who is dishonestly inclined, and who may disregard the provisions of the law in his dealings with his regular customer whom he well knows, care to run the risk of detection, with its consequent heavy penalty, by dealing dishonestly with a perfect stranger, who may be an agent of the Inspector. For these reasons, and also for the reason that as a rule oleomargarine is delivered to the buyer marked according to law, a great number of infractions of the statutes have not been shown. The places where oleomargarine is sold have been visited, and many tubs have been examined with reference to their markings. Many purchases at retail have been made, but where the wrappers have been properly marked, as they usually have been, the samples have not been taken to the office for analysis. Where a sale

has been made by an unlicensed dealer the sample has been analyzed simply for purposes of evidence, even though it were delivered with the proper labelling. No record has been kept of the number of visits made to places where the business was shown to be conducted according to law.

Number of samples of milk examined :—

From wagons	5,472
From stores	4,742
Brought to the office by consumers	822

Total number of milk samples 11,036

Number of samples of butter and oleomargarine	189
Number of samples of vinegar	460

Total number of samples examined 11,685

COMPLAINTS (COURT).

The results of each day's laboratory work, and any special reports of the collectors, are examined by the Inspector on the day following, and such action is taken in each case where analysis has shown the article to be of not good standard quality, as seems most expedient and proper. If, for instance, a sample of poor milk is taken from a store-keeper, and examination of the records shows that previous samples from the same store have been of good quality, a warning may be issued, or a letter may be sent requesting the seller to call at the office, where he is informed of the facts. Should examination of the records reveal the fact that the store-keeper has already received one or several warnings, a final warning is sent, or the case is marked for court. Action of some sort is taken in every case where the analysis shows any important variation from the normal standard. It is not customary to issue formal notices to owners of milk routes, nor is there any rule which prevents a complaint against a store-keeper without previous warning. During the year 573 warnings and letters were sent.

Municipal Courts.

Number of complaints entered in the Municipal Courts	320
Central District (Boston)	127
Roxbury District	63
South Boston District	46

Charlestown District	.	.	.	.	.	.	26
East Boston District	.	.	.	.	.	.	22
Dorchester District	.	.	.	.	.	.	17
Brighton District	.	.	.	.	.	.	13
West Roxbury District	.	.	.	.	.	.	6

The results of the 320 complaints were as follows :—

Number of convictions	.	.	.	.	.	.	285
Number of acquittals	.	.	.	.	.	.	14
Number of cases <i>nol pros'd</i>	.	.	.	.	.	.	7
Number of warrants returned without service	.	.	.	.	.	.	14

Of the 285 convictions in the District Courts, 104 were taken to the Superior Court on appeal.

Superior Court.

Number of cases taken up on appeal	.	.	.	.	.	.	104
Number of convictions	.	.	.	.	.	.	85
Number of acquittals	.	.	.	.	.	.	3
Number of cases <i>nol pros'd</i>	.	.	.	.	.	.	4
Number of cases pending	.	.	.	.	.	.	12

The amount paid in fines during the year was \$7,480.

The offences for which the above complaints were entered were as follows :—

MILK.

For obstructing an agent of the Inspector in the discharge of his duties	.	.	.	.	.	.	4
For selling milk without being licensed	.	.	.	.	.	.	5
For not conforming to the requirements of the license,	.	.	.	.	.	.	7
For selling, or having in possession with intent to sell, milk not of standard quality or containing coloring-matter	.	.	.	.	.	.	228
Total number of cases under the milk law	.	.	.	.	.	.	244

OLEOMARGARINE.

For selling oleomargarine not properly marked	.	.	.	.	.	.	10
For selling oleomargarine not being registered	.	.	.	.	.	.	31
For selling oleomargarine under the name of butter, ¹	.	.	.	.	.	.	8
Total number of cases	.	.	.	.	.	.	49

¹ Complaints brought under Chap. 263, Laws of 1882.

VINEGAR.

For selling adulterated cider-vinegar . . .	27
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EXPENSES.

From Jan. 1, 1889, to Dec. 31, 1889.

Salaries of Inspector, Clerk, Chemist, and Collectors of samples	\$8,043 75
Chemical apparatus for laboratory	238 82
Chemicals for laboratory	93 00
Postage	51 00
Stationery	71 07
Printing and advertising	232 56
Telephone service	120 00
Water-tax	20 00
Carriage-hire (herdics for collectors)	100 25
Tags for samples	34 55
Electrotypes, heliotypes, etc., for Report for 1888	133 49
Collectors' expenses (car-fares and purchase of samples)	173 51
Bottles, wire, sealing-wax, and other supplies for collectors	79 48
Copies of Supreme Court Opinions	10 00
Copies of Patent Records for report for 1888	8 60
Repairing type-writer	8 30
Office expenses (ice, express, and small items)	59 82
Total	<u>\$9,478 20</u>

INCOME.

From Jan. 1, 1889, to Dec. 31, 1889.

From 1,208 licenses and registrations	\$604 00
From fines as the result of complaints	7,480 00
Total	<u>\$8,084 00</u>
Actual cost of the work to the city	<u>\$1,394 20</u>

MILK.

Statistics of the Milk business of Boston for the Years 1886, 1887, 1888, and 1889.

NUMBER OF MILK ROUTES IN THE CITY OF BOSTON.

	1886.	1887.	1888.	1889.
Total number of routes	664	632	626	610
Routes of 1 to 5 cans	178	163	146	152
“ 5 “ 10 “	84	83	63	60
“ 10 “ 25 “	117	115	112	112
“ 25 “ 50 “	177	150	158	141
“ 50 “ 100 “	78	88	98	101
“ 100 “ 200 “	17	16	18	29
“ 200 “	7	9	10	5
“ over 200 “	6	8	8	10
Number of drivers employed.....	529	543	556	591
Number of cans kept within the city limits whose milk is sold	1,619	1,668	1,689	1,849

QUANTITY OF MILK SOLD IN THE CITY OF BOSTON.

Estimated number of quarts of milk for average daily consumption : —

1886	.	.	.	.	.	180,565
1887	.	.	.	.	.	189,040
1888	.	.	.	.	.	199,078
1889	.	.	.	.	.	207,493

Increase of daily amount in 1887 over preceding year	.	.	.	.	.	8,475
Increase of daily amount in 1888 over preceding year	.	.	.	.	.	10,038
Increase of daily amount in 1889 over preceding year	.	.	.	.	.	8,415

QUALITY OF THE MILK OF BOSTON.

Where such a very large amount of milk is delivered daily in a city, it is manifestly impossible to give any very exact figures as to the amount of adulteration. It is possible, of course, to form a general opinion from the quality of the large number of samples examined at the office during the year, but even then, as will be demonstrated, even the approximate percentage of adulteration cannot be expressed by figures. In the first place, the collectors on their trips are not out merely to get together a certain number of samples and return to the office as soon as possible, but they are rather on the look-out for poor milk, and with efficient collectors the proportion of samples of low grade will naturally be greater among those received at the office than really exists in the milk at large. Many of the milk dealers of Boston have a reputation for honesty which is well supported by the records of the office, and such men, though their stock is examined with frequency, are much less sought than others whose reputation is rather for dishonesty, or for at most the honesty of compulsion.

There are certain men whose milk is rarely up to the statute requirements, and whom no amount of threatened and actual prosecution can influence for the better, and these men are obliged to undergo inspection whenever met with. It may happen that out of ten consecutive samples from one of this class, one may be above the standard, eight not sufficiently below to warrant a complaint in court, and the tenth distinctly bad. Again, a great many bad samples are obtained in pursuance of a policy to trace back whenever possible the blame of poor milk to the true culprit. For instance, a sample shown by analysis to be watered and colored is taken from a shop in Brighton, in which the entire sales of milk amount to only a can per day. It is known from the notes made at the time the sample was taken that the milk is delivered in the neighborhood of two o'clock in the morning by a milkman from Waltham, who leaves the can in the door-way on his way to the city proper. The question arises as to the probable guilty knowledge of the shop-keeper, and there is but one way to ascertain, which is to get some of the milk just as it is about to be delivered from the wagon. For this purpose a collector proceeds to the locality, waits for the particular wagon, and from it takes samples to the number of half a dozen or more.

A distinction is to be made between milk that is above the statute standard and that which, while not containing the requisite thirteen per cent. of milk solids, stands sufficiently

high to be considered as substantially good. It is impossible with our present force to make a regular analysis of every one of the large number of samples brought in every day, and it is fortunate that there exists a short method of examination which renders such an amount of work unnecessary. This method consists of examinations with the lactometer and lactoscope, the results of which taken together show whether or not a regular analysis is likely to reveal any material lack of milk solids. Each lot of samples is subjected to this preliminary test, and those which show a normal specific gravity and at the same time a proper percentage of fat, are passed as good without further analysis. Those which show unmistakable evidence of watering or skimming, all doubtful samples, and all with a suspicion of added coloring-matter, whether otherwise good or not, are subjected to analysis. The preliminary examination will undoubtedly let many samples pass which would not yield thirteen per cent. of milk solids, but the process is sufficiently accurate to preclude the passing of more than an occasional sample upon which a complaint could be brought before the courts. It has been followed in the laboratory ever since the reorganization of the office, and in estimating the percentage of adulteration it has been customary to consider all samples passed on inspection as above the standard.

For the purpose of determining the accuracy of the preliminary physical examination, I employed an assistant chemist during a portion of the summer, who devoted his entire time to the analysis of all samples which were passed on inspection. The number of analyses made by him was 1,714. Of this number, 604 yielded more than thirteen per cent. of milk solids, 1,102 fell somewhat below the statute standard, and 8, or less than one-half per cent. (0.47 per cent.) of the whole, yielded results upon which complaints might have been based. These analyses demonstrate on the one hand the great value of this mode of inspection where chemical analysis of each sample is impossible, and on the other that even when carried out with all care and precaution, an occasional bad specimen may appear to be good.

From the above facts regarding the nature of the samples most sought for, the character of the dealers inspected with the greater relative frequency, and the impossibility of analyzing each sample chemically without increasing the laboratory force, the conclusion must be clear that no exact figures can be given to express the relative proportions of milk above and below the statute standard of thirteen per cent. of solids.

It can be said, however, that the quality of the milk of

Boston as a whole is very good. In certain districts, the improvement during the past few months has been remarkable, while in others, where little improvement is needed, bad milk is a rarity. Many of the dealers who have in the past been most persistent in the practice of adulteration, have been compelled, through fines and the fear of imprisonment, to go out of the business altogether, while others have wisely concluded to abandon their former practices, and carry only the best milk obtainable. In two instances it is known that after paying the usual fine, the dealers went into the country and contracted for additional daily supplies of thirty-five and twenty-five cans respectively. As their sales were not correspondingly increased, it is fair to assume that these amounts represented the daily admixture of water.

SKIMMED MILK.

The statute requires that when milk from which any part of the cream has been removed is sold or kept for sale, the vessel containing it shall be distinctly marked in a conspicuous place above the centre with the words "Skimmed Milk" in uncondensed Gothic letters not less than one inch in length. This provision, which is a very necessary one, has been productive of much good, but at the same time, by reason of the absence of more explicit directions as to the method of marking, it affords considerable opportunity for fraud. It is unfortunate that the words "distinctly" and "conspicuous place" can be so construed as to afford considerable latitude in the manner of conforming with the law. It is presumable that it was intended that the vessels themselves should be marked in such a manner that in the ordinary handling the purchaser could not but be aware of the character of their contents, and, according to this idea, the proper place for the lettering would be the front of the vessel, at the upper part of its greatest diameter, and the letters should be of such a color as to form a strong contrast with the background. The marking should, moreover, be of a permanent character, and not detachable at will.

For various reasons this is not the method most commonly adopted, nor is it likely to be so long as the wording of the law is not materially changed. At present several methods are employed in addition to the one above described. One is to tie to the handle of the can a tag bearing the words "Skimmed Milk" in letters of the proper size and style; another is to hang a tin label to the handle, by means of a large hook; a third is to solder to the neck of the can (its narrowest part) a strip of tin printed or indented with the

proper sized letters, but not completely legible without turning the can; a fourth is to paste a strip of printed paper across the stopper; and a fifth, and most objectionable one, is the use of a collar of indented tin, which is reënforced with a spring, and can be slipped readily on and off the neck of the can. The opportunities for fraud in the sale of skimmed milk are, as has been stated, considerable. The use of easily detachable labels enables a dealer to convey his partly or completely skimmed milk in his wagon with perfect safety so far as the collectors of samples are concerned; but there is little to prevent him from removing them without fear of detection just previous to delivery to his customers. In several instances drivers have been seen removing them, and have been complained of in court for so doing, and the practice is doubtless more or less common. The difficulty in controlling this fraud, especially where the delivery is to a family, where the milk is for consumption, and not for sale, and hence beyond official inspection, must be very clearly evident.

Again, in the case of stores, it is easy to conform to the requirements of the law and practise fraud at the same time. The milk may be contained in marked vessels, and the measures may also be properly marked, but they may be, and frequently are, entirely out of sight in refrigerators to which the customer cannot have access. In such cases it is an easy matter when customers call for milk to furnish them with the inferior article, which is contained in and sold from vessels marked according to law. But when the collectors call for samples for inspection, the dealer will invariably call attention to the markings.

But one method suggests itself for the prevention of fraud in the sale of this inferior quality of milk. That is, the amendment of the law so that the manner of labelling shall be more explicitly stated, and providing that in retail sales the purchaser shall be informed verbally, or, as in the case of sales of oleomargarine, shall have delivered to him a label or a wrapper setting forth the character of the article in plain letters of uncondensed Gothic type, and of a proper size.

THE MILK STANDARD.

For the proper enforcement of a law to prevent the adulteration of milk, it is necessary that a certain fixed standard of quality shall be prescribed. In this Commonwealth the statute requires that to be of good standard quality, milk must yield on analysis not more than eighty-seven per cent. of watery fluid, nor less than thirteen per cent. of milk solids, nor less than nine and three-tenths per cent. of milk

solids exclusive of fat, except during the months of May and June, when it shall contain not less than twelve per cent. of milk solids. There are those who consider this standard unnecessarily high, and argue that because many cows yield milk which falls below this limit, the standard should be materially lowered. It is true beyond question that very many cows of the so-called Holstein breeds yield milk wherein quality is sacrificed to quantity, and that individual cows of other breeds, and of no particular breed at all, will yield milk of inferior quality, but the legal standard must not necessarily be lowered so that exceptional cases of inferiority may come within its limits. The results of thousands of analyses of samples of milk of known purity demonstrate that thirteen per cent. is not only a fair standard, but that it is even below the average yield of good milk. Experiment has also shown that although individual cows to the number of several in a herd may not produce milk of the required quality, the mixed milk of the herd will almost invariably (except in the case of the Holsteins) prove to be above the standard. It is to be considered that the value of milk as a food is dependent on the amount of solid matter which it contains, and that its quality in this respect is of the very greatest importance in the rearing of infants and for invalids. The evils of the sale of watered milk are so thoroughly recognized by all, that it is unnecessary to dwell upon them here; but it may be added that they are none the less great when the percentage of solid matter is reduced by the superabundance of watery fluid derived from the animal's own system. The milk of many of the Holstein cows is of such poor grade as to resemble in composition, a milk of average quality to which a fifth (or more) of its volume of water has been added, and it must necessarily produce the same effects. Such milk as this the statute wisely declares to be of not good quality, and it may in consequence not be sold with impunity.

In the enforcement of the statute requirements concerning quality, due regard must be paid to unavoidable conditions affecting the character of the feed, and it may often happen that considerable leniency is necessary in order to be just to the dairy interests. During the past summer, for instance, as is well known by those interested in the production and sale of milk, the quality of the feed was so exceptionally poor that the effect was very marked on the quality of the milk. Much complaint was heard on this score on all sides, and the department deemed it but right to exercise considerable leniency, so that in effect the standard was tempo-

rarily somewhat lowered to meet the unavoidable effects of exceptional climatic conditions.

In good years there is no reason why the average milk should not go considerably beyond the statute standard, and in poor years it may be assumed that those having the execution of the law may be safely intrusted with a conscientious performance of their duties. To lower the standard would inevitably lead to a large increase in fraud, for there are many who would quickly ascertain how much water might safely be added to their daily supply. The effect of lowering the standard would be felt in a marked degree by the producer, for it must be evident that the privilege of adding water would be accompanied by a corresponding decrease in the purchase of pure milk.

IN WHAT MANNER IS ADULTERATION PRACTISED, AND BY WHOM?

A popular idea concerning milk and milk dealers is that the former is only exceptionally pure, and that the latter are almost invariably dishonest. It is very commonly asserted that milk as it appears in the market is largely a mixture of chalk and water, or of other and still more improbable ingredients. How this idea had its origin it would be difficult to surmise, for it is certain that no sane dealer would attempt to deceive a customer by substituting for milk, either wholly or in part, a mixture of chalk and water, which can be made to deceive only the eye, and not the palate, and that only by constant agitation. The readiest method of convincing one's self of the absurdity of such a belief is to shake up some powdered chalk with milk, or with milk and water, or with water alone, and let the mixture stand for two or three minutes in an ordinary tumbler, at the end of which time the chalk will have settled to the bottom, as may be proved by decanting the liquid. Other popular notions about milk adulteration are equally absurd, and require no notice here. The only methods of adulteration at all employed are the very simplest possible, and include skimming, watering, and coloring. These methods are very readily detected by processes which have been elaborately described in previous reports.

Milk, as purchased in Boston, has commonly passed through several hands: the producer, the contractor, the dealer who delivers from a wagon, and to a great extent the shop-keeper. One is often asked where and by whom the practice of adulteration is carried on, as though one particular class enjoyed a monopoly of the custom. The practice is not

confined to any class of dealers, and is carried on by individuals in any branch of the business, who are tempted to larger profits than they can justly earn; for a man is not necessarily honest because he is a producer, nor is he to be considered as dishonest merely because he drives a milk-wagon or sells milk over the counter.

It is the policy of this department to bring complaints only against those who are believed to have guilty knowledge, or who are guilty of negligence and indifference. In pursuance of this policy it has many times been shown that in the case of bad milk from a store, the milkman was at fault, and in case of the same from a wagon, the producer was the guilty person. As an illustration of this, the following incident may be related: On the 10th of October last, some very badly watered milk was obtained from a store kept by a widow in poor circumstances with a family of children. A preliminary warning was mailed that the sale of such milk by her must cease at once or it would be necessary to enter a complaint in court. On the following day a well-known milkman called at the office and explained that he had supplied the woman with what he had supposed was the very best and freshest milk obtainable in the city, and that he did not believe that she had tampered with it in any way. He said that for several days he had been buying fifty cans, night and morning, just as it came warm from the cows at the Bay State fair, which was then in session in Boston, and that he had noticed that the milk which he had received from two of the cattle-tenders had tasted somewhat flat and insipid. He had taken special pains to please his customers by prompt delivery of fresh milk of, as he thought, undoubted purity, and was naturally desirous of having the matter investigated and being set right. Accordingly, the Inspector, accompanied by the chemist of the department, met him at the fair an hour later, when the cows were about to be milked, and waited to see the milk delivered. The two suspected men, one in charge of a "first prize" and the other of a "second prize" herd, were carefully watched, and enough was seen to warrant the strong suspicion that there was something besides milk poured into the cans. As soon as they had delivered their cans to the milkman, samples were taken from each and carried to the laboratory for analysis. The results in total solids were 9.50 and 11.10% respectively. On the following morning the chemist again accompanied the dealer to the fair for the early milking, and careful watching was rewarded by the discovery of the method of dilution, for the men were seen to partially fill their pails from the water-taps before sitting down to milk. Two samples were taken from

the cans of each, and the results of the examination showed 8.88, 9.64, 10.68, and 10.78 per cent. of milk solids. The two men were arrested later in the day, and, after trial, were sentenced each to pay a fine of one hundred dollars.

In several instances complaints against milkmen have been withdrawn on satisfactory evidence that the dairies supplying them were at fault. Of store-keepers it may be said that many of them keep milk for sale merely as an accommodation to their customers, and not for profit, and that as a rule they deliver the milk as it is received. Of those who sell from wagons, the majority never tamper with their milk, many do occasionally, especially where the supply runs short, and others are habitually dishonest. It is known that a considerable proportion of the latter send their poorest milk to their nearest customers by errand-boys on foot, and deliver the better grade from their wagons.

The addition of coloring-matter to milk is done almost wholly after it leaves the hands of the producers. The materials used for this purpose are caramel (burnt sugar) and annatto. In every instance where coloring-matter is detected a double complaint is entered, and it is a curious fact that in nearly every case where the presence of coloring has been alleged, the defendant has either admitted his guilt, or has made only a formal defence, and paid his fine without appeal.

The following table exhibits the results of the analysis of all samples of milk on which complaints have been based during the year, arranged in the order of their percentage of total solids, from the lowest to the highest, and also indicates the district in which the offences occurred : —

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
South Boston	2.24	5.20	7.44	Annatto.
Dorchester	0.14	8.20	8.34	
South Boston	1.80	6.68	8.48	Annatto.
Boston	2.20	6.56	8.76	
South Boston	1.26	6.54	8.80	Annatto.
Boston	2.84	6.04	8.88	
South Boston	1.10	7.80	8.90	
West Roxbury	1.28	7.68	8.96	
Boston	2.20	6.94	9.14	Annatto.
South Boston	1.40	7.80	9.20	
Brighton	2.82	6.38	9.20	
South Boston	1.92	7.54	9.46	Annatto.
Boston	3.32	6.18	9.50	
Boston	2.02	7.52	9.54	
South Boston	3.00	6.54	9.54	Annatto.
South Boston	3.32	6.32	9.64	
South Boston	2.04	7.80	9.84	
South Boston	1.96	7.96	9.92	Annatto.
Roxbury	3.64	6.30	9.94	
Roxbury	. . .	. . .	9.94	
South Boston	2.68	7.30	9.98	Annatto.
South Boston	2.34	7.68	10.02	
South Boston	2.50	8.58	10.08	Annatto.
South Boston	2.58	7.50	10.08	Annatto.
Boston	0.32	9.78	10.10	
Boston	0.10	10.14	10.24	
Charlestown	1.96	8.28	10.24	
Boston	2.24	8.00	10.24	

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
Boston	2.34	7.96	10.30	
Boston	2.70	7.64	10.34	
Roxbury	2.70	7.68	10.38	
South Boston	2.60	7.78	10.38	
Charlestown	2.98	7.50	10.40	
Charlestown	2.76	7.64	10.40	Annatto.
Roxbury	2.72	7.76	10.48	Annatto and Caramel.
Boston	1.80	8.68	10.48	
Roxbury	1.84	8.66	10.50	
Roxbury	2.54	7.96	10.50	
Roxbury	1.84	8.66	10.50	
Boston	2.76	7.80	10.56	Annatto.
Roxbury	1.30	9.30	10.60	
Charlestown	2.94	7.66	10.60	
South Boston	2.62	8.00	10.62	
South Boston	3.00	7.62	10.62	
South Boston	2.56	8.08	10.64	
South Boston	. . .	. . .	10.64	
Boston	2.70	7.98	10.68	
Roxbury	2.62	8.08	10.70	
South Boston	2.50	8.20	10.70	
Boston	0.32	10.40	10.72	
Roxbury	1.06	9.68	10.74	
Boston	2.84	7.92	10.76	
Boston	1.40	9.38	10.78	
Boston	2.82	7.96	10.78	
Boston	1.16	9.64	10.80	
South Boston	2.62	8.18	10.80	Annatto.

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
Boston	2.50	8.34	10.84	
East Boston	1.42	9.42	10.84	
East Boston	2.22	8.68	10.90	
South Boston	2.98	7.94	10.92	Annatto.
Charlestown	2.30	8.62	10.92	Annatto.
Charlestown	2.56	8.38	10.94	Annatto.
Boston	1.24	9.70	10.94	
Roxbury	2.76	8.18	10.94	
Roxbury	0.98	9.98	10.96	
South Boston	2.28	8.70	10.98	Caramel.
Roxbury	2.76	8.24	11.00	
Roxbury	1.82	9.18	11.00	
Roxbury	2.56	8.44	11.00	
Boston	1.96	9.04	11.00	
Boston	1.52	9.50	11.02	
Boston	1.30	9.74	11.04	
Boston	1.30	9.74	11.04	
Roxbury	2.84	8.20	11.04	
Roxbury	3.18	7.90	11.08	
Charlestown	3.00	8.08	11.08	
South Boston	3.24	7.84	11.08	
Boston	2.42	8.66	11.08	
Boston	2.34	8.74	11.08	
Boston	3.18	7.90	11.08	
Boston	3.06	8.04	11.10	
Dorchester	2.10	9.00	11.10	
Charlestown	1.96	9.14	11.10	
Roxbury	2.72	8.30	11.10	Caramel.

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
Roxbury	2.50	8.62	11.12	Annatto.
Roxbury	2.64	8.50	11.14	
Roxbury	2.34	8.80	11.14	
Roxbury	3.12	8.04	11.16	
Roxbury	3.12	8.04	11.16	
East Boston	2.46	8.70	11.16	Annatto.
Charlestown	2.74	8.42	11.16	
Boston	2.24	8.92	11.16	
South Boston	2.58	8.60	11.18	
Roxbury	1.96	9.22	11.18	
Roxbury	3.20	8.00	11.20	
Roxbury	2.60	8.60	11.20	
Boston	1.88	9.32	11.20	
Boston	1.64	9.56	11.20	
Boston	2.40	8.80	11.20	
Boston	1.40	9.80	11.20	
Brighton	2.90	8.30	11.20	
South Boston	1.00	10.20	11.20	
West Roxbury	3.42	7.84	11.26	
South Boston	2.70	8.58	11.28	
Boston	2.14	9.14	11.28	
Boston	2.40	8.90	11.30	
Boston	3.26	8.04	11.30	
East Boston	2.40	8.90	11.30	
Roxbury	2.70	8.60	11.30	
Roxbury	2.20	9.10	11.30	
Roxbury	1.90	9.40	11.30	
Dorchester	2.84	8.50	11.34	

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
Boston	2.54	8.80	11.34	
Roxbury	1.72	9.64	11.36	
Roxbury	1.94	9.44	11.38	
Boston	1.94	9.44	11.38	
Boston	2.70	8.70	11.40	
South Boston	3.66	7.74	11.40	
Roxbury	2.62	8.82	11.44	
Charlestown	2.46	8.98	11.44	
Boston	1.64	9.80	11.44	
Boston	1.74	9.72	11.46	
Charlestown	2.98	8.50	11.48	
Charlestown	2.34	9.16	11.50	
Roxbury	3.44	8.06	11.50	
Boston	2.56	8.94	11.50	
Boston	1.98	9.56	11.54	
Boston	2.74	8.80	11.54	
Boston	1.98	9.56	11.54	
Boston	2.86	8.68	11.54	
Charlestown	2.32	9.22	11.54	
Charlestown	2.94	8.60	11.54	
Charlestown	2.98	8.56	11.54	
Charlestown	2.98	8.56	11.54	
Charlestown	2.98	8.80	11.58	
Boston	3.22	8.36	11.58	
Boston	3.02	8.56	11.58	
Boston	2.18	9.40	11.58	
Boston	2.64	8.96	11.60	
Brighton	2.92	8.68	11.60	

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
South Boston	2.00	9.60	11.60	
South Boston	2.88	8.76	11.64	
Boston	2.02	9.62	11.64	
Boston	8.60	3.04	11.64	
Roxbury	1.82	9.82	11.64	
Charlestown	2.58	9.06	11.64	
Charlestown	3.28	8.38	11.66	
Boston	1.76	9.90	11.66	
Boston	3.10	8.56	11.66	
Boston	3.16	8.50	11.66	
Charlestown	3.04	8.64	11.68	
Roxbury	2.32	9.36	11.68	
Roxbury	3.06	8.62	11.70	
Boston	1.86	9.84	11.70	
Boston	2.46	9.24	11.70	
Boston	2.36	9.34	11.70	
Dorchester	. .	. .	11.70	Caramel.
Dorchester	2.76	8.94	11.70	Caramel.
South Boston	1.56	10.14	11.70	
South Boston	3.14	8.60	11.74	
Boston	2.22	9.52	11.74	
Boston	2.00	9.74	11.74	
Boston	2.86	8.88	11.74	Annatto
Roxbury	2.56	9.18	11.74	Annatto.
Dorchester	2.64	9.10	11.74	
South Boston	2.82	8.94	11.76	
Boston	2.98	8.78	11.76	
Boston	3.06	8.70	11.76	

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
Roxbury	2.36	9.42	11 78	
Roxbury	2.08	9.70	11.78	
East Boston	2.88	8.90	11.78	
Charlestown	2.76	9.04	11.80	
Boston	2.30	9.50	11.80	
Boston	3.10	8.70	11.80	
Boston	2.86	8.94	11.80	
Boston	2.46	9.36	11.82	
Boston	2.80	9.04	11.84	
Boston	2.64	9.20	11.84	
Boston	2.76	9 08	11.84	
Boston	3.14	8.70	11.84	
Roxbury	2.96	8.88	11.84	
South Boston	2.76	9.10	11.86	
Boston	2.12	9.74	11.86	
Boston	3.14	8.74	11.88	
Boston	2.72	9.16	11.88	
Brighton	2.88	9.00	11.88	
Roxbury	1.84	10.04	11.88	
Roxbury	3.00	8.90	11.90	
Boston	2.70	9.20	11.90	
Boston	2.70	9.20	11.90	
Boston	3.06	8 84	11.90	
Boston	2.84	9.10	11.94	
Boston	2.54	9.40	11.94	
Roxbury	2.84	9.10	11.94	
Roxbury	3.20	8.74	11.94	
Roxbury	2.80	9.14	11.94	

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
South Boston	3.68	8.26	11.94	
South Boston	2.66	9.28	11.94	
Boston	2.04	9.92	11.96	
South Boston	2.96	9.00	11.96	
South Boston	2.84	9.14	11.98	
Roxbury	1.36	10.62	11.98	
Boston	2.58	9.40	11.98	
Boston	3.08	8.90	11.98	
Boston	2.98	9.00	11.98	
Boston	2.68	9.30	11.98	
Boston	3.38	8.62	12.00	
Boston	3.00	9.00	12.00	
East Boston	3.02	8.98	12.00	
Charlestown	3.22	8.78	12.00	
West Roxbury	3.24	8.78	12.02	
Boston	2.64	9.40	12.04	
South Boston	3.25	8.79	12.04	
Charlestown	3.26	8.80	12.06	Annatto.
Charlestown	. . .	. . .	12.06	Annatto.
South Boston	3.28	8.80	12.08	
Roxbury	2.82	9.28	12.10	
Roxbury	2.56	9.54	12.10	
Boston	2.74	9.40	12.14	
East Boston	2.94	9.20	12.14	
East Boston	. . .	. . .	12.20	
South Boston	3.24	9.18	12.42	Annatto.
West Roxbury	. . .	. . .	. . .	Caramel.
Boston	. . .	. . .	. . .	Annatto.

DISTRICT.	Fat.	Solids not Fat.	Total Solids.	Coloring-Matter, if any.
Boston				Annatto.
Dorchester				Caramel.
Dorchester				Caramel.
Roxbury				Annatto.

OLEOMARGARINE.

The law relating to oleomargarine provides that when this substance is sold or exposed for sale it shall be plainly and conspicuously marked with the words "Imitation butter," "Oleomargarine," or "Butterine," in printed letters of plain uncondensed Gothic type, not less than one-half inch in length. If it is sold or exposed for sale in the original package, the latter shall be marked on the top, side, and bottom; if exposed for sale not in the original package, it shall be properly labelled; and when sold at retail, and not in the original package, the seller shall "attach to each package so sold, and shall deliver therewith to the purchaser, a label or wrapper, bearing in a conspicuous place upon the outside of the package" the words above mentioned, and no others.

The question is frequently asked whether these requirements of the law are generally complied with. In answer it may be said that with only few and occasional exceptions the dealers in oleomargarine are very careful to observe the strict letter of the law. It is of course impossible to expect that any laws which may be enacted will never be violated, but it may safely be asserted that this particular law, so far as it goes, is about as strictly observed within the limits of Boston as any law of the Commonwealth.

It is part of the duties of the Inspector to institute complaints under this law, and in its enforcement many purchases have been made, and many lots exposed for sale have been inspected, but only ten violations of the sections relating to marking have been detected. In each instance a complaint was entered, and with two exceptions conviction followed. These ten cases were as follows:—

Nos. 1 and 2. Sales made by the same person, the proprietor of a tea store in Roxbury, on different days. Sold as butter at butter prices, and not marked.

3. Sold as butter at thirty cents per pound, and not marked. (East Boston.)

4. Sold as oleomargarine, but not marked (Boston).

5 and 6. Sales made by different clerks in the same store, on different days. In the one case sold as "cooking butter," in the other as oleomargarine. Both unmarked. (Brighton.)

7. Sold as "cooking butter," at twenty cents a pound, wrapped in marked paper, and enclosed in an unmarked paper bag. (Roxbury.)

8. Exposed for sale in the original package (a ten-pound tub), not marked on the cover. (Boston.)

9. Sold as cheap butter from a wagon driven into Brighton from Cambridge. The word "butterine" was scrawled in lead-pencil across the wrapper.

10. Sold as oleomargarine from a wagon driven into Brighton from Cambridge. On the outside of the wrapper the word "oleomargarine" formed part of an advertisement, and was printed in small Roman letters.

As has been said above, the strict letter of the law is very generally observed, but there are those who take advantage of the fact that they may live within the law and yet carry on a system of fraud and deceit without fear of the heavy penalties provided under this statute. It will be observed that the law (see Appendix) relates chiefly to marking the substance when sold or exposed for sale, but that it contains absolutely nothing to prevent its being sold under the name of butter, provided the package be marked according to law. And it will be noticed, further, that although when exposed for sale not in the original package it must be labelled in a conspicuous place, it may, nevertheless, under a recent decision of the Supreme Court (*Commonwealth v. Bean*, see Appendix), be exposed for sale at retail without a label if in an original package from which the cover has been removed. Advantage is taken of every point by a number of unscrupulous dealers whose policy is deceit and strict observance of the letter but not the spirit of the law. How this can be carried out may best be explained by the following illustration:—

There is on Tremont street a store which advertises, by means of placards on the outside and in the windows, various grades of creamery and dairy butter, at prices ranging from fifteen to twenty-three cents per pound. The interior is also similarly decorated in every available part, yet in this store, according to the admission of the persons in charge, not a pound of genuine butter is sold. On the right as one enters is a counter, behind which is a case divided into compartments of such a size as to be just filled by a tub

of oleomargarine lying on its side. Each compartment is provided with a glass door through which can be seen only the upper edge of the tub and the surface of its contents. The first compartment contains a tub of oleomargarine from which the cover has been removed. Under the ruling of the Supreme Court (*Commonwealth v. Bean*) this oleomargarine, being in the original package, can be exposed for sale at retail without the affixing of a label, although the markings on the side and bottom of the tub are concealed from view. In the next compartment is a tub containing a few pounds of rancid, bleached butter, the smell of which, according to the statement of the agent in charge, would be sufficient to prevent a sale. Over these two is a placard bearing the words "Choice creamery butter, twenty-three cents." The third and fourth compartments contain respectively a tub of oleomargarine and one containing a few pounds of the same grade of butter as in the second. A similar sign, advertising creamery butter at twenty-one cents, is placed over this pair, and the same arrangement holds to the end of the case, the only difference being in the prices on the placards above each pair.

The method by which customers are swindled is as follows: A purchaser enters and calls for that grade of butter which his circumstances permit. Whether he asks for the best, the intermediate, or the cheapest, he gets a piece of oleomargarine from the tub under the sign which he selects, and this is delivered in a wrapper which is marked on the outside as the law directs in sales of oleomargarine. Should he notice the marking, and call attention thereto, and protest that he does not want oleomargarine, he is assured that the substance is butter, but that owing to the fact that they deal in oleomargarine, they are obliged to keep marked wrappers on hand, and to avoid mistakes use only that kind of wrapper for butter and its substitute alike. This explanation is, of course, satisfactory, and the purchaser makes no objection.

This method of procedure coming to the knowledge of the Inspector, and there being nothing in the oleomargarine law on which to base a complaint, it was determined to attempt to break up this practice by proceeding under the general statute relating to the adulteration of foods. This law, Chapter 263 of the Acts of 1882, prohibits the sale of an article of food of inferior value under the name of another, and also the substitution, wholly or in part, of an inferior food for another.

Four purchases were made from each of the two persons in charge by four different persons in the employ of the department. In each case the article called and paid for was creamery butter, and each time objection was made to the

marking on the wrapper and assurance given that the same had no significance.

Eight complaints were accordingly brought under the statute referred to, and the defendants were found guilty and fined. On appeal the cases went to the Superior Court, where an agreement as to facts was submitted. The defendants were represented by able counsel, who asked for certain rulings based on that clause of the general statute which exempts from the provisions of the law articles which are marked as mixtures or compounds, it being contended that the words "butterine" or "oleomargarine" on the outside of the package stood for "compound," and that therefore no offence had been committed. Such ruling was refused, and a formal verdict of guilty being rendered, the cases were appealed to the Supreme Court. Should this court sustain the exceptions, it will be seen that the only way in which these people can be reached is to charge them with obtaining money under false pretences, and as under this law it must be shown that the purchaser was deceived, it must be evident that no complaint could be maintained on purchases by the Inspector or his agents, who are cognizant of the true state of affairs, and hence cannot be said to be deceived in the sale.

This fraudulent practice is by no means confined to this store, for it is known that others furnish the same material properly marked when butter is called for. The importance of further legislation to cover this point is too evident to need further comment.

VINEGAR.

During the past year the department has endeavored to improve the quality of the vinegar sold in the retail stores by paying especial attention to that class of dealers who, more than any others, are directly responsible; that is to say, to the wholesalers. It is believed that adulteration of vinegar is practised to only a very slight extent by retailers, and that, therefore, in the very great majority of cases where it has been found of not proper quality in their possession, the sellers have not been morally guilty. In many of these cases letters have been sent warning them to discontinue selling, and as a rule the unsold balance has been returned to the wholesaler. In certain instances, where the quality has been of unusual inferiority, complaints have been entered and nominal fines recommended. In every instance, so far as known, where warning has been sent or complaint entered, the wholesaler has heard from his customer, with the result that the former has done all in his power to provide a better article and retain the customer. The effect of a few prosecu-

tions here and there in the city has been to cause retailers to take immediate steps to ascertain the quality of their own vinegar, and thus avoid possible appearance in court; and to this end many have availed themselves of the privilege of having analyses made at the office without expense. In certain cases complaints have been entered against wholesalers on the results of these examinations, the retailers appearing as witnesses for the government.

Purchases at wholesale have been made by the agents of the Inspector from many of the large dealers, and several of the latter have been prosecuted and convicted on these sales.

In most of the cases which have been carried into court the article sold has been shown to be not cider-vinegar, which was called for, but various artificial substitutes of inferior strength. In one instance a wholesaler, after cautiously inquiring if the agent were connected in any way with the office of the Inspector, delivered to him as cider-vinegar a quantity of "white wine" vinegar, which was colored by the addition of such an amount of molasses that the odor alone was sufficient to reveal its character, which was further proved by chemical analysis.

The number of complaints entered for sales of adulterated vinegar was twenty-seven, which, with one exception, resulted in conviction.

THE EQUIPMENT OF THE DEPARTMENT AND ITS NEEDS.

The department force, as at present constituted, consists of the Inspector, a clerk, a chemist, and two collectors. All but the latter are paid salaries; the collectors receive pay for each day of actual service. It has been the custom hitherto to employ three collectors, but owing to the almost unbroken service of the two now employed, they rarely missing a day, the appropriation has not permitted the employment of a third. It would be of great benefit to the department and to the public if provision could be made to increase the present force in this direction.

The laboratory of the department is furnished with a very complete line of apparatus for the work of inspection and analysis, and the chemist in charge is occupied throughout the day, and frequently after hours and on Sundays, with the samples brought in by the collectors and by individuals not connected with the office, and much of his time is required necessarily in court giving evidence as to his analyses. The public are invited and urged to submit samples for analysis without charge, and many avail themselves of the privilege. It was found necessary, however, to

restrict this privilege so far as wholesale dealers in milk were concerned, owing to the very large amount which was brought in every day, far beyond the power of one man to attend to. The Inspector feels justified in urging that in addition to another collector, he may have the means to employ an assistant to the chemist, in order that the latter may be relieved of much of his over-time work, and that the above-mentioned privilege may be restored.

The work of collection could be made much more thorough and efficient if the department had the use of a horse and wagon. The collectors being usually on foot are often at a great disadvantage in attempting to obtain samples from certain unwilling milkmen, who either refuse to stop their wagons, or turn about and escape. In certain districts of the city which are inaccessible by train or horse-car at an early hour in the morning, collections are not possible without some ready means of conveyance. At present when these sections are visited at an early hour, it is the custom to engage a herdic, which, for a prolonged collection, becomes quite expensive. Herdics are also employed in making large collections in certain districts where adulteration is most prevalent. The use of a herdic has other disadvantages; for when it is known that the collectors are about in such a vehicle, — and the news often spreads with incredible rapidity, — its approach, which can frequently be seen from afar, is the signal to turn away in any possible direction and escape.

The best kind of wagon would seem to be, therefore, that which will not give any possible clue to the identity of the occupants, and that would be a milk-wagon of the usual type. Then the dealer, being unable to distinguish the department wagon among the many which he may see in the distance and in all directions, and not knowing which way to turn, would be more easily controlled. It is most probable that the employment of such a wagon would have the effect to of itself very materially reduce the amount of milk of poor quality, by making its conveyance a matter of much greater risk.

In the Appendix will be found the laws of Massachusetts relating to the inspection and sale of milk, oleomargarine, and vinegar, and important decisions of the Supreme Court relative to them.

Respectfully submitted,

CHARLES HARRINGTON,

Inspector of Milk and Vinegar.

APPENDIX.

Organization of the Department of Milk Inspection, from 1859 to 1889 : —

Inspectors.

HENRY FAXON	.	.	.	.	.	1859–1879
MARTIN GRIFFIN	.	.	.	.	.	1879–1884
BENNETT F. DAVENPORT, M.D.	.	.	.	.	.	1884
JAMES F. BABCOCK	.	.	.	.	.	1885–1888
CHARLES HARRINGTON, M.D.	.	.	.	.	.	1889

Organization of the Department for the Inspection of Milk and Vinegar for the year 1889 : —

Inspector.

CHARLES HARRINGTON	.	.	.	.	appointed 1889.
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Clerk.

WILLIAM W. GRIFFIN	.	.	.	.	appointed 1885.
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Chemist.

JAMES O. JORDAN	.	.	.	.	appointed 1884.
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Collectors of Samples.

PATRICK T. SULLIVAN	.	.	.	.	appointed 1889.
EDWARD A. HOLMES	.	.	.	.	appointed 1889.

THE LAWS OF MASSACHUSETTS

RELATING TO THE

SALE AND INSPECTION OF MILK.

[CHAPTER 57, PUBLIC STATUTES.]

SECTION 1. The mayor and aldermen of cities shall, and the selectmen of towns may, annually appoint one or more persons to be inspectors of milk for their respective places, who shall be sworn before entering upon the duties of their office. Each inspector shall publish a notice of his appointment for two weeks in a newspaper published in his city or town, or, if no newspaper is published therein, he shall post up such notice in two or more public places in such city or town.

SECT. 2. (*As amended by Section 1 of Chapter 318 of the Acts of 1886.*) Such inspectors shall keep an office, and shall record in books kept for the purpose the names and places of business of all persons engaged in the sale of milk within their city or town. Said inspectors may, with the approval of the mayor or the selectmen, employ suitable persons to act as collectors of samples, who shall be sworn before entering upon their duties. Said inspectors, or the collectors employed and qualified as aforesaid, may enter all places where milk is stored or kept for sale, and all carriages used for the conveyance of milk, and the said inspectors or the collectors may take samples for analysis from all such places or carriages, and at the same time a portion of each sample so taken shall, if the person taking the same be requested so to do, be sealed and delivered to the owner or person from whose possession the same is taken, and a receipt given therefor to the person taking the same. The inspectors shall cause the samples of milk so taken to be analyzed or otherwise satisfactorily tested, the result of such analysis or test they shall record and preserve as evidence. The inspectors shall receive such compensation as the mayor or aldermen or selectmen may determine.

SECT. 3. In all cities and in all towns in which there is an inspector of milk, every person who conveys milk in carriages or otherwise, for the purpose of selling the same in such city or town, shall annually, on the first day of May, or within thirty days thereafter, be licensed by the inspector or inspectors of milk of such city or town to sell milk within the limits thereof, and shall pay

to such inspector or inspectors fifty cents each to the use of the city or town. The inspector or inspectors shall pay over monthly to the treasurer of such city or town all sums collected by him or them. Licenses shall be issued only in the names of the owners of carriages or other vehicles, and shall, for the purposes of this chapter, be conclusive evidence of ownership. No license shall be sold, assigned, or transferred. Each license shall record the name, residence, place of business, number of carriages or other vehicles used, the name and residence of every driver or other person engaged in carrying or selling said milk, and the number of the license. Each licensee shall, before engaging in the sale of milk, cause his name, the number of his license, and his place of business, to be legibly placed on each outer side of all carriages or vehicles used by him in the conveyance and sale of milk, and he shall report to the inspector or inspectors any change of driver or other person employed by him which may occur during the term of his license. Whoever, without being first licensed under the provisions of this section, sells milk or exposes it for sale from carriages or other vehicles, or has it in his custody or possession with intent so to sell, and whoever violates any of the provisions of this section, shall, for a first offence, be punished by fine of not less than thirty nor more than one hundred dollars; for a second offence, by fine of not less than fifty nor more than three hundred dollars; and for a subsequent offence, by fine of fifty dollars and by imprisonment in the house of correction for not less than thirty nor more than sixty days.

SECT. 4. Every person before selling milk or offering it for sale in a store, booth, stand, or market-place in a city or in a town in which an inspector or inspectors of milk are appointed, shall register in the books of such inspector or inspectors, and shall pay to him or them fifty cents to the use of such city or town; and whoever neglects so to register shall be punished for each offence by fine not exceeding twenty dollars.

SECT. 5. (*As amended by Section 2 of Chapter 318 of the Acts of 1886.*) Whoever, by himself or by his servant or agent, or as the servant or agent of any other person, sells, exchanges, or delivers, or has in his custody or possession with intent to sell or exchange, or exposes or offers for sale or exchange, adulterated milk, or milk to which water or any foreign substance has been added, or milk produced from cows fed on the refuse of distilleries, or from sick or diseased cows, or milk not of good standard quality, shall, for a first offence, be punished by fine of not less than fifty nor more than two hundred dollars; for a second offence, by fine of not less than one hundred nor more than three hundred dollars, or by imprisonment in the house of correction for not less than thirty nor more than sixty days; and for a subsequent offence, by fine of fifty dollars and by imprisonment in the house of correction for not less than sixty nor more than ninety days.

SECT. 6. Whoever, by himself or by his servant or agent, or as the servant or agent of any other person, sells, exchanges, or delivers, or has in his custody or possession with intent to sell or

exchange, or exposes or offers for sale as pure milk, any milk from which the cream or a part thereof has been removed, shall be punished by the penalties provided in the preceding section.

SECT. 7. (*As amended by Chapter 352, Acts of 1885.*) No dealer in milk, and no servant or agent of such a dealer, shall sell, exchange, or deliver, or have in his custody or possession with intent to sell, exchange, or deliver, milk from which the cream or any part thereof has been removed, unless in a conspicuous place above the centre upon the outside of every vessel, can, or package from or in which such milk is sold the words "**SKIMMED MILK**" are distinctly marked in uncondensed Gothic letters not less than one inch in length. Whoever violates the provisions of this section shall be punished by the penalties provided in section five.

SECT. 8. (*As amended by Chapter 310, Acts of 1884.*) Any inspector of milk, and any servant or agent of an inspector, who wilfully connives at or assists in a violation of the provisions of this chapter, and whoever hinders, obstructs, or in any way interferes with any inspector of milk, or any servant or agent of an inspector in the performance of his duty, shall be punished by fine of not less than one hundred nor more than three hundred dollars, or by imprisonment for not less than thirty nor more than sixty days.

SECT. 9. (*As amended by Section 2 of Chapter 318 of the Acts of 1886.*) In all prosecutions under this chapter, if the milk is shown upon analysis to contain more than eighty-seven per cent. of watery fluid, or to contain less than thirteen per cent. of milk solids, or to contain less than nine and three-tenths per cent. of milk solids exclusive of fat, it shall be deemed for the purpose of this act to be not of good standard quality, except during the months of May and June, when milk containing less than twelve per cent. of milk solids shall be deemed to be not of good standard quality.

SECT. 10. It shall be the duty of every inspector to institute a complaint for a violation of any of the provisions of this chapter on the information of any person who lays before him satisfactory evidence by which to sustain such complaint.

SECT. 11. Each inspector shall cause the name and place of business of every person convicted of selling adulterated milk, or of having the same in his possession with intent to sell, to be published in two newspapers in the county in which the offence was committed.

SECT. 12. (*Section 8 of Chapter 352 of the Acts of 1885.*) No person shall sell, exchange, or deliver, or have in his custody or possession with intent to sell, exchange, or deliver, skimmed milk containing less than nine and three-tenths per cent. of milk solids exclusive of fat. Whoever violates the provisions of this section shall be punished by the penalties provided in section five of chapter fifty-seven of the Public Statutes.

SECT. 13. (*Section 3 of Chapter 318 of the Acts of 1886.*) If the said inspector or collector, after being so requested, shall refuse or neglect to seal and deliver to the owner or person from whose possession the same is taken, as provided in section 2, a portion

of the sample taken as aforesaid, no evidence shall be received in any court of the results of the analysis or test of the same, which may have been recorded and preserved as aforesaid.

SECT. 14. (*Section 4 of Chapter 318 of the Acts of 1886.*) Whoever makes, uses, or has in his possession any imitation or counterfeit of any seal used by any milk inspector or his agents, and whoever changes, or in any manner tampers with, any sample taken or sealed as provided in section 2, shall be punished by fine not exceeding fifty dollars, or by imprisonment in the house of correction not exceeding ninety days.

LAWS OF MASSACHUSETTS

RELATING TO THE

INSPECTION AND SALE OF OLEOMARGARINE.

[SECTIONS 17, 18, 19, 20, AND 21 OF CHAP. 56 OF THE PUBLIC STATUTES, AS AMENDED BY CHAP. 310 OF THE ACTS OF 1884, AND CHAP. 352, ACTS OF 1885, AND CHAP. 317 OF THE ACTS OF 1886.]

SECTION 17. (*As amended by Section 1 of Chapter 317 of the Acts of 1886.*) Whoever, by himself or his agents, sells, exposes for sale, or has in his possession with intent to sell, any article, substance, or compound, made in imitation or semblance of butter or as a substitute for butter, and not made exclusively and wholly of milk or cream, or containing any fats, oils, or grease not produced from milk or cream, shall have the words "**IMITATION BUTTER,**" or if such substitute is the compound known as "**OLEOMARGARINE,**" then the word "**OLEOMARGARINE,**" or, if it is known as "**BUTTERINE,**" then the word "**BUTTERINE,**" stamped, labelled, or marked, in a straight line, in printed letters of plain, uncondensed Gothic type, not less than one-half inch in length, so that said words cannot be easily defaced, upon the top, side, and bottom of every tub, firkin, box, or package containing any of the said article, substance, or compound. The said stamp, label, or mark shall contain no other words. And whoever, by himself, or his agents, exposes or offers for sale any of the said article, substance, or compound not in the original package, shall attach to the said article, substance, or compound, in a conspicuous place, a label bearing the words "**IMITATION BUTTER,**" "**OLEOMARGARINE,**" or "**BUTTERINE,**" as the article may be, in printed letters of plain, uncondensed Gothic type, not less than one-half inch in length. And in cases of retail sales of any of said article, substance, or compound not in the original packages, the seller shall, by himself or his agents, attach to each package so sold, and shall deliver therewith to the purchaser, a label or wrapper bearing in a conspicuous place, upon the outside of the package, the words "**IMITATION BUTTER,**" "**OLEOMARGARINE,**" or "**BUTTERINE,**" and no other words, in printed letters, in a straight line of plain, uncondensed Gothic type, not less than one-half inch in length.

SECT. 18. Whosoever, by himself or his agent, sells, exposes for sale, or has in his possession with intent to sell, any article, substance, or compound made in imitation or semblance of cheese, or as a substitute for cheese, and not made exclusively and wholly of milk or cream, or containing any fats, oils, or grease not produced from milk or cream, shall have the words **"IMITATION CHEESE,"** stamped, labelled, or marked, in printed letters of plain, uncondensed Gothic type, not less than one inch in length, so that the words cannot easily be defaced, upon the side of every cheese-cloth or band around the same, and upon the top and side of every tub, firkin, box, or package containing any of said article, substance, or compound. And in case of retail sales of any of said article, substance, or compound not in the original package, the seller shall, by himself or his agent, attach to each package so sold, and shall deliver therewith to the purchaser, a label or wrapper bearing in a conspicuous place upon the outside of the package the words **"IMITATION CHEESE,"** in printed letters of plain, uncondensed Gothic type, not less than one inch in length.

SECT. 19. (*As amended by Section 2 of Chapter 317 of the Acts of 1886.*) Whoever sells, exposes for sale, or has in his possession with intent to sell, any article, substance, or compound made in imitation or semblance of butter or cheese, or as a substitute for butter or cheese, except as provided in the two preceding sections, and whoever, with intent to deceive, defaces, erases, cancels, or removes any mark, stamp, brand, label, or wrapper provided for in such sections, or in any manner shall falsely label, stamp, or mark any box, tub, article, or package marked, stamped, or labelled as aforesaid, shall for every such offence forfeit to the city or town where the offence was committed one hundred dollars, and for a second and each subsequent offence two hundred dollars.

SECT. 20. Inspectors of milk shall institute complaints for violations of the provisions of the three preceding sections when they have reasonable cause to believe that such provisions have been violated, and on the information of any person who lays before them satisfactory evidence by which to sustain such complaint. Said inspectors may enter all places where butter or cheese is stored or kept for sale, and said inspectors shall also take specimens of suspected butter or cheese, and cause them to be analyzed or otherwise satisfactorily tested, the result of which analysis or test they shall record and preserve as evidence; and a certificate of such results, sworn to by the analyzer, shall be admitted in evidence in all prosecutions under this and three preceding sections. The expense of such analysis or test, not exceeding twenty dollars in any one case, may be included in the costs of such prosecutions. Whoever hinders, obstructs, or in any way interferes with any inspector, or any agent of an inspector, in the performance of his duty, shall be punished by a fine of fifty dollars for the first offence, and of one hundred dollars for each subsequent offence.

SECT. 21. For the purposes of the four preceding sections the terms "butter" and "cheese" shall mean the products which are usually known by these names, and are manufactured exclusively from milk or cream, with salt and rennet, and with or without coloring-matter.

[CHAPTER 317 OF THE ACTS OF 1886.]

SECTION 3. Whoever, by himself or his agents, sells, exposes for sale, or has in his possession with intent to sell, any article, substance, or compound made in imitation or semblance of butter, or as a substitute for butter, and not made exclusively and wholly of milk or cream, or containing any fats, oils, or grease not produced from milk or cream, contained in any box, tub, article, or package marked or labelled with the word "dairy" or the word "creamery," shall for every such offence forfeit to the city or town where the offence was committed one hundred dollars, and for a second and each subsequent offence two hundred dollars.

SECT. 4. Every person who conveys any imitation butter, oleomargarine, or butterine in carriages or otherwise, for the purpose of selling the same in any city or town, shall, within thirty days of the passage of this act, and annually on the first day of May, or within thirty days thereafter, be licensed by the inspector or inspectors of milk of such city or town, to sell the same within the limits thereof, and shall pay to such inspector or inspectors fifty cents to the use of the city or town. The inspector or inspectors shall pay over monthly to the treasurer of such city or town all sums collected by him or them. In towns in which there is no inspector of milk, licenses shall be issued by the town clerk. Licenses shall be issued only in the names of the owners of carriages or other vehicles, and shall, for the purposes of this chapter, be conclusive evidence of ownership. No license shall be sold, assigned, or transferred. Each license shall record the name, residence, place of business, number of carriages or other vehicles used, the name and residence of every driver or other person engaged in carrying or selling imitation butter, oleomargarine, or butterine, and the number of the license. Each licensee shall, before engaging in the sale of any of the articles as aforesaid, cause his name, the number of his license, his place of business, to be legibly placed on each outer side of all carriages or vehicles used by him in the conveyance and sale of the articles as aforesaid, in Gothic letters, not less than one inch in length, and he shall report to the inspector or inspectors any change of driver or other person employed by him which may occur during the term of his license. Whoever, without being first licensed under the provisions of this section, sells any of the articles as aforesaid, or exposes or offers them for sale from carriages or other vehicles, or has them in his custody or possession with intent so to sell, and whoever violates any of the provisions of this section, shall, for the first offence, be punished by fine of not less than thirty nor more than one hundred dollars; for a second offence, by a fine of not less than fifty nor more than three hundred dollars.

SECT. 5. Every person, before selling or offering for sale any of the articles as aforesaid in a store, booth, stand, or market-place in a city or in a town in which an inspector or inspectors of milk are appointed, shall within thirty days of the passage of this act, and annually on the first day of May or within thirty days thereafter, register in the books of such inspector or inspectors, or if there be no inspector then in the books of the town clerk, and shall pay to him or them fifty cents to the use of such city or town; and whoever neglects to so register shall be punished for each offence by a fine not exceeding twenty dollars.

LAWS OF MASSACHUSETTS

RELATIVE TO THE

INSPECTION AND SALE OF VINEGAR.

PUBLIC STATUTES. [CHAPTER 60, SECTION 69, AS AMENDED BY
CHAPTER 257, ACTS OF 1883.]

SECTION 69. Every person who manufactures for sale, or offers or exposes for sale as cider-vinegar, any vinegar not the legitimate product of pure apple-juice, known as apple-cider, or vinegar not made exclusively of said apple-cider, or vinegar into which foreign substances, drugs, or acids have been introduced, as may appear by proper tests, shall for each offence be punishable by fine of not less than fifty nor more than one hundred dollars.

SECT. 70. Every person who manufactures for sale, or offers for sale, any vinegar found upon proper tests to contain any preparation of lead, copper, sulphuric acid, or other ingredient injurious to health, shall for each such offence be punished by fine of not less than one hundred dollars.

SECT. 71. The mayor and aldermen of cities shall, and the selectmen of towns may, annually appoint one or more persons to be inspectors of vinegar, who shall be sworn before entering upon their duties.

[CHAPTER 307, ACTS OF 1884, AS AMENDED BY CHAPTER 150,
ACTS OF 1885.]

SECTION 1. No person shall by himself, his servant or agent, or as the servant or agent of any other person, sell, exchange, deliver, or have in his custody or possession with intent to sell or exchange, or expose or offer for sale or exchange, any adulterated vinegar, or label, brand, or sell as cider-vinegar, or as apple-vinegar, any vinegar not the legitimate product of pure apple-juice, or not made exclusively from apple-cider.

SECT. 2. All vinegars shall be without artificial coloring matter, and shall have an acidity equivalent to the presence of not less than four and one-half per cent. by weight of absolute acetic acid, and in the case of cider-vinegar shall contain in addition not less than two per cent. by weight of cider-vinegar solids upon full evaporation over boiling water; and if any vinegar contains any artificial coloring-matter, or less than the above amount of acidity, or, in the case of cider-vinegar, if it contains less than the above amount of acidity or of cider-vinegar solids, it shall be deemed to be adulterated within the meaning of this act.

SECT. 4. Whoever violates any of the provisions of this act shall be punished by fine not exceeding one hundred dollars.

DECISIONS

OF THE

SUPREME JUDICIAL COURT.

COMMONWEALTH *v.* JULIUS S. SMITH.

SUFFOLK, SS.

DECEMBER TERM, 1888.

Complaint to the Municipal Court of the City of Boston, alleging that the defendant did sell to one Walter C. Babcock, a certain quantity, to wit: one pint of milk not of good standard quality, that is to say, milk then and there containing less than thirteen per centum of milk solids.

At the trial before Staples, *J.*, Superior Court, evidence was introduced by the government that Walter C. Babcock went to the store of the defendant and called for a quart of milk; he had a can and gave it to defendant, who took it and went to an ice-chest in the rear part of the store; defendant brought back the can with a quart of milk in it, and was paid six cents therefor. Analysis of the milk by James O. Jordan, the department chemist, showed it to contain 11.44 per cent. of milk solids, with solids not fat amounting to 9.60 per cent., and that it was skimmed milk.

Defendant testified that he bought and sold skimmed milk, and produced the measure from which he sold the milk at the store. This had the words "Skimmed Milk" marked on it in uncondensed Gothic letters not less than an inch in length, the letters being on a plate soldered to the measure and above its centre, and being on the side of the measure to the right of the handle and extending nearly half-way round the measure. On cross-examination, he testified that he usually took the purchaser's can, went to the ice-chest, took a can of milk from it, and measured it and put it into the customer's can; if any one asked for a quart of milk, that he would not tell them it was skimmed milk; that his customers were generally regular customers, who knew the kind of milk he kept.

The defendant requested the following rulings: —

1. If the jury find and believe that the defendant sold milk of the legal skimmed-milk standard out of a can or measure legally marked "skimmed milk" they cannot convict on this complaint.

This ruling was refused.

2. Selling such milk out of a can or measure so marked, with no representation save what is indicated by that marking, would be in law a sale of skimmed milk.

The court ruled that this would be so, if, through the marking, actual notice was given to the buyer of the kind of milk which he bought.

3. When milk of legal standard quality for skimmed milk is sold from a can or measure legally marked "skimmed milk," no state-

ment need be made by the seller to the buyer that the milk is skimmed. [The marking alone is sufficient.]

This ruling was given excepting the proposition included in brackets.

4. If the jury find and believe that milk from which the cream or some portion thereof was removed was sold as pure milk, they cannot convict under this complaint.

This ruling was refused.

5. When a person comes to a store and asks for milk, and skimmed milk is sold him from a can or measure legally marked "skimmed milk," no oral statements of the character of the milk need be made.

This ruling was given.

6. The law does not require the letters "skimmed milk" on the can or measure to be the plainest it is possible to make.

This ruling was given.

7. They are sufficient if they can be distinctly seen by the persons who buy skimmed milk as and when they are buying it.

This ruling was given.

The court instructed the jury that notice of the quality of the milk must be given in some way; that the marking would be sufficient if it gave the notice; it is sufficient if the buyer was informed by it, or if it was understood by or known to the buyer that the article he buys is skimmed milk; but in some way that there must be notice or knowledge either by marks or in some other way. That the defendant would be liable unless he sold the milk, not as pure milk, but as skimmed milk, and out of a can or measure marked as the law requires. In order to his defence it must appear that the milk was sold as skimmed milk, and from a measure or can lawfully marked. Both must concur.

To the above rulings and refusals to rule as requested the defendant excepted.

The case was submitted to the jury, who returned a verdict of guilty.

Attorney-General, for the Commonwealth.

Francis G. Holcombe, for the defendant.

OPINION.

W. ALLEN, *J.* The complaint is for selling milk not of the standard quality of pure milk; that is, milk containing less than thirteen per cent. of milk solids; the defendant had a right to sell skimmed milk, which is not of the standard quality of pure milk, from cans marked in a certain manner. If he sold milk not of the standard quality of pure milk, and not sold as skimmed milk from duly marked vessels, he would be liable under this complaint; if he sold milk as skimmed milk from duly marked vessels he would not be liable.

Commonwealth v. Tobias, 141 Mass., 129.

Upon evidence tending to prove that the milk sold was skimmed milk, and that it was sold from a measure duly marked, the jury were instructed that the defendant would be liable unless he sold the milk not as pure milk, but as skimmed milk.

The jury were further instructed that the defendant would be liable unless the buyer had notice or knowledge that the milk was skimmed milk.

We think this instruction was wrong. The question whether the defendant sold the milk as skimmed milk or as pure milk was a question of fact for the jury upon all the evidence. The fact that the buyer did not know that he bought skimmed milk would not afford an inference of law that the seller sold it as pure milk. If the defendant sold the milk in the lawful and the usual manner in which he sold skimmed milk, and for the usual price of that, and if he had reason to believe that that was what the purchaser intended to call for, and expected to receive, it would be competent for the jury to find that he sold it as skimmed milk, and not as pure milk, although he may have mistaken the intention of the purchaser.

Exceptions sustained.

COMMONWEALTH v. JOSEPH L. GRAY.

SUFFOLK, SS.

APRIL TERM, 1889.

This was a complaint (under Section 1 of Chapter 317 of the Acts of 1886) to the Municipal Court of the Roxbury District of the City of Boston, charging that defendant, on the 15th of November, 1888, at said Boston, "did sell to one John H. Terry" a certain article, substance, and compound, etc., etc., "the said sale being then and there at retail, and not in the original package," and "the said Gray did not then and there attach to the package so sold, and did not then and there deliver therewith to the said Terry a label or wrapper bearing" the word "oleomargarine," "butterine," etc., according to the terms of the said act. The complaint is made a part of this bill of exceptions.

Trial at the March term of the Superior Court, before Staples, *J.*

Evidence was first introduced tending to show that the person making the sale complained of was one Ferguson, the agent of the defendant, in the absence of the defendant, and acting at the time within the scope of his employment in the premises.

The defendant then asked the court to rule that no evidence of the alleged sale could be introduced, because there was no allegation in the complaint that the sale was made by an agent of the defendant, and because there was no allegation that the defendant made the sale "by his agent."

The court declined to so rule, and the defendant duly excepted.

Evidence was then introduced that Ferguson, as agent of the defendant, made the sale of the substance as complained of to said Terry in the absence of the defendant. The sale was made in a street in said Boston, from a wagon in which the defendant, by his agent, offered for sale oleomargarine, butter, cheese, and eggs.

There was evidence that in the wagon there were papers prepared and marked before hand with the words provided for in the statute respecting the sale of oleomargarine and similar compounds, but not affixed to anything or in actual use, and also papers not so marked, testified by Ferguson to have been so kept for the sale of butter.

The defendant asked the court to instruct the jury that, if the

act alleged was the result of inadvertence on the part of the agent of the defendant, the jury would not be justified in convicting the defendant.

The court refused to give this request, and ruled that such inadvertence on the part of the agent, the act complained of being done within the scope of his agency, would not excuse the principal; and the defendant duly excepted.

The jury returned a verdict of guilty, and to the above rulings and refusals to rule the defendant duly excepted.

COMPLAINT.

To the Justices of the Municipal Court of the Roxbury District of the City of Boston, holden in said Roxbury District for the transaction of criminal business within and for the County of Suffolk,

John H. Terry,

of the City of Boston, in the County of Suffolk, in behalf of the Commonwealth of Massachusetts, on oath complains that

Joseph L. Gray,

of Somerville, in our County of Middlesex, on the fifteenth day of November, in the year of our Lord one thousand eight hundred and eighty-eight, at the City of Boston, and in said Roxbury District, in the County of Suffolk, with force and arms did sell to said Terry a certain article, substance, and compound made in imitation and semblance of butter, and not made exclusively and wholly of milk or cream, and containing fats not produced from milk or cream, to wit: a certain article, substance, and compound known as oleomargarine; the said sale being then and there at retail, and not in the original package; and he, the said Gray, did not then and there attach to the package so sold, and did not then and there deliver therewith to the said Terry, a label and wrapper bearing in a conspicuous place upon the outside of the said package the word "oleomargarine," and no other words, in printed letters, in a straight line of plain, uncondensed Gothic type, not less than one-half inch in length, against the peace of said Commonwealth, and the form of the statute in such case made and provided.

(Signed)

JOHN H. TERRY.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, TO WIT:

Received and sworn to, the third day of December, in the year of our Lord one thousand eight hundred and eighty-eight.

Before said Court.

GILES H. RICH,

Assistant Clerk.

A true copy.

Attest: ALFRED WILLIAMS,
Clerk.

Attorney-General, for the Commonwealth.

J. W. Converse, for the defendant.

OPINION.

DEVENS, J. The Statute of 1886, Chapter 317, requires that in the sale at retail of any article, substance, or compound, in imitation of butter, the seller or his agent shall attach to each package so sold, and shall deliver to the purchaser, a label or wrapper of a specified character describing the article. It imposes a penalty upon the seller for any sale made in violation of the provisions of the act, and the principal is made liable for the acts of his agent in making sales contrary to such provisions. But one offence is described in Section 1 which may be committed either by the seller personally or through his agent for whom he is thus made responsible. It was sufficient that the indictment charged the offence to have been committed by the defendant without alleging the manner in which he had committed it, whether by himself strictly or by an agent for whom he was responsible. The latter fact had relation only to the mode of proof of the charge, and it was correctly held that an allegation that the sale with which defendant was charged was actually made by his agent was not necessary.

The sale of the compound was, as the evidence tendered to show, made by the defendant's agent within the scope of his agency, and the defendant asked the court to instruct the jury that if the act alleged (the failure to affix the label upon the package) was the result of inadvertence on his part and not intentional, the jury would not be justified in convicting the defendant, and this request was properly refused. The offence was of that class in which it was not necessary to prove any guilty intent. If the defendant engaged in the business of selling imitation butter, whether he conducted it by himself or his agent, he was bound at his peril to see that the provisions required by the law in the management of it were observed. One who sells intoxicating liquor, not knowing it to be intoxicating, or adulterated milk, not knowing it to be adulterated, is under our statutes liable therefor, although he had no guilty intent.

Commonwealth v. Boynton, 2 Allen, 160.

Commonwealth v. Farren, 9 Allen, 489.

Commonwealth v. Nichols, 10 Allen, 169.

Commonwealth v. Waite, 11 Allen, 261.

Where an act is forbidden by positive law, whether by a person or his agent, except where certain precautions are observed, neither ignorance of them nor the failure to observe them through inadvertence affords an excuse, whether this is the ignorance or inadvertence of the person himself or his agent acting within the scope of the agency with which he has been intrusted.

Exceptions overruled.

COMMONWEALTH v. CHARLES W. BEAN.

SUFFOLK, SS.

The defendant was complained of for the violation of the provisions of the law relating to the sale of oleomargarine, a copy of

which complaint is hereto annexed and made a part of this bill of exceptions.

The defendant pleaded not guilty, and the government and the defendant agreed to the following statement of facts, to wit: "The defendant was a member of the firm of W. B. Mendum & Co., and on Dec. 1, 1887, had in the store of said firm a tub of oleomargarine in the original package, marked, according to the statute, upon the side and bottom, but from which the cover, which itself had been marked according to law, had been removed, and the goods exposed for a time, there being no marks upon the tub except those above referred to; the cover was not merely removed at the time of sale and for the purpose of cutting out the oleomargarine, but the oleomargarine was intentionally exposed for sale for a short but substantial portion of time previous to the sale. there being then no mark upon the top of the tub as it was then exposed."

The court ruled that the above statement of facts constituted a violation of the law, and rendered the defendant guilty under said complaint, to which the defendant excepted.

The jury found the defendant guilty, and the defendant now asks that these exceptions may be allowed.

COMPLAINT.

Second Count.

And the said Babcock, on his oath aforesaid, further complains that the said Bean, on the first day of December, in the year of our Lord one thousand eight hundred and eighty-seven, at Boston, aforesaid, did expose for sale a certain article, substance, and compound made in imitation and semblance of butter, and not made exclusively and wholly of milk or cream, and containing fats not produced from milk or cream; to wit, a certain article, substance, and compound known as oleomargarine; and the said oleomargarine was then and there contained in a certain tub, and he, the said Bean, did not then and there have the word "oleomargarine" stamped, labelled, and marked upon the top, side, and bottom of the said tub then and there containing the oleomargarine, as aforesaid, against the peace of said Commonwealth and the form of the statute in such case made and provided.

Attorney-General, for the Commonwealth.

Powers & Powers, for defendant.

OPINION.

HOLMES, *J.* A majority of the court are of the opinion that the exceptions must be sustained. The oleomargarine exposed for sale was in the original package; namely, a tub. The only requirement of the statute which applied to it, while there, was that the tub should be marked upon its top, side, and bottom. St. 1886, chap. 317, section 1.

The tub was so marked, and therefore the letter of the law was complied with. The statute does not say that the tub must be

kept covered all the time. It would be construing a penal statute very strongly against the accused to say that the top of the tub which was to be marked was not the cover belonging to the tub, but the superficial surface, whatever it might be, which was exposed for the time being, and therefore the oleomargarine itself, when the cover was off. The top of the contents of a tub is not called the top of the tub in the common use of the language.

We may assume that to sell a tubful without the cover would be a breach of the law, because then the tub sold would not be marked on the top, as required. But, as we understand the facts, this tub had a cover duly marked, although the cover was not on the tub. The rights of the public would have been preserved if the defendant obeyed the law in making sales, as we must presume that he would have done. If he sold the whole tub at once, he would have put on the marked cover. If he sold a less amount by retail he would have attached a label.

Exceptions sustained.

DIGEST OF SOME OF THE MORE IMPORTANT OPINIONS OF THE SUPREME JUDICIAL COURT IN RELATION TO THE MILK LAW.

Pub. Stats., Chap. 57, Sect. 2, so far as it authorizes inspectors of milk to enter all carriages used in the conveyance of milk, and, whenever they have reason to believe any milk found therein is adulterated, to take specimens thereof for the purpose of analyzing or otherwise satisfactorily testing the same, is constitutional.

Commonwealth v. Carter, 132 Mass., 12.

1. A person may be convicted of selling adulterated milk, under Pub. Stats., Chap. 57, Sect. 5 (Gen. Stats., Chap. 49, Sect. 151), although he did not know it to be adulterated; and an averment in the indictment that he had such knowledge may be rejected as surplusage.

2. It is not necessary, in such indictment, to aver that the milk was cow's milk.

3. An indictment alleging a sale of adulterated milk to a woman is not defeated by proof that she was married and was acting as agent for her husband, if the seller had no notice, expressed or implied, of these facts.

4. An indictment under Pub. Stats., Chap. 57, Sect. 5 (Gen. Stats., Chap. 49, Sect. 151), which charges that the defendant sold a certain quantity of "adulterated milk, to which a large quantity — that is to say, four quarts — of water had been added," is not bad for duplicity.

Commonwealth v. Farren, 9 Allen, 489.

1. An indictment which alleges that the defendant "did unlawfully keep, offer for sale, and sell" adulterated milk, charges but one offence.

2. In support of such indictment, one who in a great many instances has used a lactometer for the purpose of testing the quality and the purity of milk, may testify to the result of an experiment made by him with the same lactometer upon the milk in question, although no evidence is offered as to the character of the instrument.

Commonwealth v. Nichols, 10 Allen, 199.

1. At the trial of an indictment on Pub. Stats., Chap. 57, Sect. 5 (Statute of 1868, Chap. 263), for selling "adulterated milk, there was evidence that the defendant [who was a son of the owner of a milk-route], with a companion who was in the same employment with himself, knowingly adulterated milk on its way for distribution to his father's customers, and then, having charge, with his companion, of its distribution from the wagon on which it was conveyed upon the route, caused a can of it to be delivered to one of the customers by the hand of his companion. *Held*, that he had no ground of exception to instructions to the jury; that, in the absence of proof of any previous contract to supply milk to the customer, the delivery might be deemed an act of sale; nor to an instruction framed on a supposition that the jury might find that he was in the employment of his father, although there was no averment in the indictment to that effect."

Commonwealth v. Haynes, 107 Mass., 194.

A person may be convicted of selling adulterated milk, upon a complaint under Pub. Stats., Chap. 57, Sect. 5 (Statute of 1880, Chap. 209, Sect. 3), without allegation or proof that he knew it to be adulterated.

Commonwealth v. Evans, 133 Mass., 11.

A complaint, under Pub. Stats., Chap. 57, Sect. 5, alleging that the defendant, at a time and place named, had in his possession a certain quantity, to wit, one pint of adulterated milk containing less than thirteen per cent. of milk solids, with intent then and there unlawfully to sell the same, is sufficient, without further alleging that the milk was analyzed, and found on analysis to contain less than thirteen per cent. of milk solids. At the trial of a complaint, under Pub. Stats., Chap. 57, Sect. 5, alleging that the defendant had in his possession adulterated milk, to wit, milk containing less than thirteen per cent. of milk solids, with intent to sell the same, it is immaterial in what manner the quantity of milk solids has been reduced below thirteen per cent., if the intent is to sell the milk as pure milk, and not as skimmed milk.

Commonwealth v. Bowers, 140 Mass., 483.

Pub. Stats., Chap. 57, Sect. 9 (Statute of 1880, Chap. 209, Sect. 7), providing that "in all prosecutions under this act," for selling adulterated milk, "if the milk shall be shown upon analysis to contain more than eighty-seven per centum of watery fluid,

or to contain less than thirteen per centum of milk solids, it shall be deemed for the purpose of this act to be adulterated," is constitutional.

Commonwealth v. Evans, 132 Mass., 11.

A complaint, under the Pub. Stats., Chap. 57, Sects. 5, 9, alleging that the defendant, at a time and place named, had in his custody and possession a certain quantity, to wit, one pint, of adulterated milk, to wit, milk then and there containing less than thirteen per cent. of milk solids, with intent then and there unlawfully to sell the same, is sufficient.

Commonwealth v. Keenan, 139 Mass., 193.

A complaint, under the Pub. Stats., Chap. 57, Sect. 5, alleging in one count that the defendant, at a time and place named, sold a certain quantity, to wit, one pint, of adulterated milk, to wit, milk containing less than thirteen per cent. of milk solids, and in another count, alleging that the defendant, at the same time and place, had in his possession a certain quantity, to wit, one pint, of adulterated milk, to wit, milk containing less than thirteen per cent. of milk solids, with intent then and there unlawfully to sell the same, is sufficient, without further alleging that the milk was analyzed, and found on analysis to contain less than thirteen per cent. of milk solids.

The Pub. Stats., Chap. 57, Sect. 10, do not prohibit any person not an inspector of milk from making a complaint for a violation of the provisions of the chapter.

A complaint, under the Pub. Stats., Chap. 57, Sect. 5, alleging that the defendant sold one pint of adulterated milk, to wit, milk containing less than thirteen per cent. of milk solids, is not supported by proof that he sold the milk as skimmed milk out of a tank marked as required by Sect. 7, although the milk was watered.

A complaint, under Pub. Stats., Chap. 57, Sect. 5, alleging a sale of adulterated milk, to wit, milk containing less than thirteen per cent. of milk solids, is supported by proof of a sale of milk which, by the removal of a part of the cream, has been reduced in solids below thirteen per cent., unless the milk was sold as skimmed milk, and out of a vessel, can, or package marked as required by Sect. 7; and it is not necessary that a complaint charging such an offence should be drawn under Sect. 6.

Commonwealth v. Tobias, 141 Mass., 129.

At the trial of an indictment on Pub. Stat., Chap. 57, Sect. 5, charging the defendant with having adulterated milk in his possession, with intent unlawfully to sell the same, an analyst in the employ of the Inspector of Milk may testify to the result of his analysis of the milk taken from the defendant from memory, using a memorandum made by him at the time of analysis to refresh his memory, without further proof that the requirements

of the Pub. Stats., Chap. 57, Sect. 2, as amended by the Statute of 1884, Chap. 310, Sect. 3, have been complied with.

Commonwealth *v.* Spear, 143 Mass., 172.

At a trial of an indictment on the Pub. Stats., Sect. 5, charging the defendant with having adulterated milk in his possession, with intent unlawfully to sell the same, an analyst in the employ of the Inspector of Milk, who analyzed the milk taken from the defendant, testified that he reserved a portion of the milk so taken, by putting it into a bottle, which he corked and sealed. A chemist, to whom the analyst delivered the portion of milk so reserved, testified, for the defendant, that the bottle was not sealed. The defendant asked the judge to rule, that, if the bottle was corked only, it was not a compliance with the requirement of the Statute of 1884, Chap. 310, Sect. 4, as to the sealing of such reserved portion. The judge declined so to rule, and instructed the jury that they might consider the evidence as bearing upon the credibility of the government witness.

Held, that the defendant had no ground of exception.

If, at the trial of an indictment on the Pub. Stats., Chap. 57, Sect. 5, charging the defendant with having adulterated milk in his possession, with intent unlawfully to sell the same, an analyst in the employ of the Inspector of Milk of a city testifies that he added, for the purpose of preserving it, a few drops of carbolic acid to the sample reserved from milk delivered to him for analysis, it is a question of fact for the jury whether the reservation of the sample was in accordance with the requirement of the Stat. of 1884, Chap. 310, Sect. 4.

Commonwealth *v.* Spear, 143 Mass., 172.

At the trial of a complaint, under Pub. Stats., Chap. 57, Sect. 5, alleging that the defendant had in his possession adulterated milk, with intent unlawfully to sell the same, the evidence showed that a wagon with the defendant's name and number on it was standing upon a public street in a city at an early hour of the morning; that the defendant's servant was on the wagon, and there were several eight-quart cans in the wagon; that a collector of samples in the employ of the Inspector of Milk for the city took a sample of milk from one of the cans, which was not marked "skimmed milk"; and that an analysis of the milk taken showed that it was below the legal standard.

Held, that there was evidence of an intent on the part of the defendant to sell the milk, which was properly submitted to the jury.

Commonwealth *v.* Smith, 143 Mass., 169.

A complaint on the Stat. of 1886, Chap. 318, Sect. 2, alleging that on the first day of July, 1886, the defendant had in his possession "one pint of milk not of good standard quality, that is to say, milk containing less than thirteen per cent. of milk solids, with intent then and there unlawfully to sell the same within this

Commonwealth," is sufficient, without negating the exception of the months of May and June.

The Stat. of 1885, Chap. 352, Sect. 6, provides that Sect. 9 of the Pub. Stats., Chap. 57 (which relates to the sale of adulterated milk), "is hereby amended so as to read as follows." The Stat. of 1886, Chap. 318, Sect. 2, provides that Sect. 9 of the Pub. Stats., Chap. 57, "is hereby amended so as to read as follows." In each section, after the words quoted, there follows a sentence which covers the whole subject of the original section.

Held, that the Stat. of 1886, Chap. 318, Sect. 2, was a valid enactment.

The Stat. of 1884, Chap. 310, Sect. 4, providing for the reservation and sealing, before commencing the analysis, of a portion of the sample of milk taken for analysis, is impliedly repealed by the Stat. of 1886, Chap. 318, Sections 1 and 3.

Commonwealth v. Kenneson, 143 Mass., 418.

An indictment on the Stat. of 1886, Chap. 318, Sect. 2, alleging that the defendant had in his "possession milk to which a certain foreign substance had been added, to wit, annotto coloring-matter," with intent unlawfully to sell the same, is sufficient without naming the quantity.

Evidence offered at the trial of such an indictment as to two samples of milk taken from the defendant's possession at substantially the same time is competent, and the government cannot be required at the same time of the offer, if ever, to elect which sample it will rely on.

The addition of the annotto coloring-matter, whether injurious to health or not, is punishable under the statute.

Evidence that the "milk was of low grade" is competent, although it may tend to prove another offence.

Commonwealth v. Schaffner, 146 Mass., 512.



CITY OF



BOSTON.

FOURTEENTH ANNUAL REPORT

OF THE

BOSTON WATER BOARD,

FOR THE

YEAR ENDING DECEMBER 31, 1889.

OFFICE OF THE BOSTON WATER BOARD,
CITY HALL, BOSTON, Jan. 1, 1890.

To the Honorable the City Council: —

The Boston Water Board present their report for the year ending Dec. 31, 1889, including a financial statement covering the expenditures in the various departments; and also the reports of the City Engineer, the Water Registrar, and the Superintendents of the Eastern, Western, and Mystic Divisions.

ORGANIZATION.

The force known as the Inspection and Waste Division, organized July, 1883, consisted, Dec. 31, 1888, of a superintendent, 3 chief inspectors, and 31 inspectors (including one vacancy). The duties of this separate division were to inspect the premises of water-takers for waste, and the expense of maintaining it was about \$36,500 annually. Another force, known as the Deacon-meter force, organized June, 1884, consisted, October, 1888, of a clerk, an assistant, and 28 section-men, who were under the direction of the Superintendent of the Eastern Division. The duties of this force were to take the readings of the so-called

Deacon meters, whereby the quantity of water being used in the different sections of the city at any instant is recorded upon diagrams. Of these Deacon meters there were 74 in use, and the annual expense of maintaining the force connected with them was about \$16,000. This force was suspended during the four cold months of each year, from December to April. Neither of these forces were classified under the Civil Service. On Jan. 31, 1889, Mayor Hart abolished the Inspection and Waste Division, and the Water Board was directed to organize under the Superintendent of the Eastern Division the necessary inspection and waste service, at a cost not to exceed \$25,000. In accordance therewith the present force was organized, which consists of 10 inspectors to examine premises, and 18 section-men to superintend the Deacon meters. Our estimate for the cost of this combined service, including that of setting the Deacon meters, submitted at the beginning of the financial year, was \$23,000, as against an expenditure of \$52,500 the previous year. The new inspectors were selected from a list submitted by the Civil-Service Commissioners after examination, and all vacancies will have to be filled in the same manner. The section-men, although appointed temporarily by the Water Board without examination, are to be classified under the Civil Service within the next sixty days. Although there are but 18 section-men employed, instead of 28, they attend to a larger number of Deacon meters than formerly.

In conformity with a communication from Mayor Hart, dated Feb. 14, 1889, that he had information from both this office and elsewhere, to the effect that a large saving could be effected in the current expenditures of the Meter Division without deterioration of the service, the Board, on Feb. 21, 1889, abolished the office of Superintendent of Meters, and merged the so-called Meter Division in the Eastern and Mystic Divisions, to be under the direction of the superintendent of the former. By this action an annual saving of about \$10,000 was effected.

April 5, 1889, Eugene S. Sullivan, of Charlestown, was appointed Superintendent of the Mystic Division. This Division for some time past had been under the charge of the Superintendent of the Eastern Division.

REBATE OF WATER RATES.

The total receipts of the Cochituate works for the calendar year ending Dec. 31, 1889, has been \$1,385,020.52, and of the Mystic works, \$319,244.87. Although our financial year does not end until April 30, the Board are confident that there will be a sufficient balance of revenue, after the pay-



HELIOTYPE PRINTING CO.,

THIRTY INCH SIPHON AT WARREN BRIDGE.

BOSTON.

ment of maintenance charges, interest on outstanding loans, and the sinking-fund requirements, to justify a rebate of 7 per cent. of the schedule water-rates on bills issued Jan. 1, 1890, and have instructed the Water Registrar to print a notice to that effect on the face of the bills. We trust to be able to make a similar rebate another year; but the large loan, necessary for the construction of the new basin, will add materially to our interest charges and the sinking-fund requirements. Moreover, it is presumable that the water-takers will prefer to see the quality of the water improved, rather than their water-rates diminished.

EXTENSION OF MAINS.

During the year the distributing mains have been extended 22.3 miles, and 1.7 miles of the old mains have been relaid with pipes of larger size. The total length of mains now connected with the works is 479 miles; 2,054 services have been connected with the works, a larger number than during any year since 1872. The pipe-line laid through the city of Quincy, from Neponset to Long Island, for the supply of the public institutions on that island, was completed and placed in service during the latter part of August. The 30-inch and 16-inch connecting mains, for the supply of Charlestown with the Cochituate supply, have been laid across Warren bridge. The laying of these pipes completes the "connection with Charlestown," and "new main to East Boston," begun in 1887; and Charlestown can now be supplied with water from both the low and high Cochituate and Sudbury services, if occasion requires.

HIGH SERVICE.

With the exception of the laying of a twenty-inch main, now about completed, from Parker Hill to the Common, and the connection with this supply, by a siphon under Charles river at Warren bridge, of a portion of Charlestown heretofore piped for high service, there has been no extension of this supply during the present year. But the convenience and safety of some sections of the city not now provided with a high-service supply, will make it expedient in the near future gradually to extend this supply.

The policy of the Board in making this extension will necessarily be conservative, for the reason that while it largely increases the financial burdens of the department, it adds nothing to the revenue.

CONSUMPTION.

The daily average consumption per head of population, on the Sudbury and Cochituate supply, the past year, has been 82.7 gallons, and on the Mystic supply 70.4 gallons, as against 88 and 76.5, respectively, the year before. This decrease is partly accounted for by the fact that the winter of 1889 was comparatively mild, whereas in the corresponding months of 1888 the weather was especially severe. There is a serious waste of water in very cold weather, from the habit of letting water run at night to prevent it from freezing in fixtures. The yearly daily average total consumption has been 32,070,000 gallons on the Cochituate and Sudbury, and 7,830,500 gallons on the Mystic, as against 33,310,700 and 8,258,400, respectively, in 1888. Our total available supply at present on the Cochituate and Sudbury system is 35,500,000, to which the projected new Basin No. 5 will add 4,500,000 gallons daily.

BASIN No. 5.

The City Council has recently passed the necessary loan order for the construction of the new Basin No. 5, so called, situated on Indian brook, in the towns of Ashland and Hopkinton. This is the fifth in the series of basins on the Sudbury river. It can scarcely be completed and ready for use before 1894. In December borings were commenced to determine the location and character of the proposed dam, and also the work of cross-sectioning, and as soon as the spring opens the work of construction will be begun. Almost the entire amount of land necessary for the basin was bought some time ago, and the remainder will be taken at once by eminent domain.

LAKE COCHITUATE.

During the year 1888 the coffer-dam and flume for a new outlet dam at Lake Cochituate were constructed by day labor. In August, 1889, the work of building the dam was let out by contract, and prosecuted until cold weather. It will take another year to finish this dam.

BIOLOGICAL LABORATORY.

Satisfactory evidence as to the condition of the biology of our water-supply has been very much needed in the past. To supply this want, the Board have caused to be erected at Chestnut-Hill reservoir a small biological laboratory, built especially for microscopical and photographic studies of the Boston water. Samples from the various basins, lakes, and

aqueducts are here examined weekly, and the nature and kinds of the micro-organisms in the water recorded. We believe that there will be valuable results from this work.

SUDBURY-RIVER AQUEDUCT.

A portion of the Beacon-street tunnel has been relined during the year. The greater part of the summer was spent in the work of preparation, which had to be elaborate and costly, because the aqueduct could be thrown out of service only for four days at a time. The work is still in progress. Recommendations that it should be done have been made for several years, owing to the crumbling of the roof and threatened falling of rocks, and it was deemed unwise to defer it longer.

MYSTIC PUMPING-STATION AND MYSTIC LAKE.

An independent air-pump and condenser, to connect with the two 5,000,000-gallon pumps, have been contracted for, as the old air-pumps are worn out. By this means the efficiency of the pumps will be considerably increased. The rip-rap on a portion of the dam at Mystic lake, between the overflow and the gate-house, has been repaired during the year.

QUALITY OF THE WATER AND PROTECTION OF THE SUPPLY.

Earnest efforts have been made by the Board during the year to check such pollution as exists on the Cochituate and Sudbury and Mystic supplies. In order to accomplish this effectively we have had every known instance of pollution on the Cochituate and Sudbury and Mystic water-sheds tabulated, and systematic maps prepared of the whole territory, the results of which, together with full data as to the condition of the water, the dangers which threaten it, and the measures which should be and are being taken to guard it, will form the subject of a special report, to be issued within a few weeks. We had hoped to have this report ready to include in our annual report, but the matter is of such serious importance that we have endeavored to treat it in the most full and thorough manner, so as to be able either to put an end to the abuses that exist, or demonstrate why they cannot be terminated. In the mean time we assure the water-takers that we are coöperating with the Law Department to press suits vigorously against offenders, against several of whom injunctions have already been issued. On the other hand, our engineers assure us that the Cochituate and Sudbury water is steadily improving, and is entirely

wholesome for drinking purposes, and that the Mystic water is in a better condition than usual.

FILTRATION.

Experiments by the City Engineer on the subject of filtration have been begun, and he has been authorized to employ such skilled assistants as may be necessary to make the work in this direction valuable and effective. It is hoped that careful, scientific investigation will develop a method by which our water can be purified without resort to the construction and operation of the expensive filtration works which have heretofore been required when the proper filtration and purification of potable water has been successfully accomplished.

NEW WATER-TOWER.

At Breed's Island, a water-tower, designed by the City Architect and similar to the tower at Mt. Bellevue, is now about completed.

Respectfully submitted,

ROBERT GRANT,
THOMAS F. DOHERTY,
PHILIP J. DOHERTY,

Boston Water Board.



WATER TOWER, BREED'S ISLAND.



General Statistics.

SUDBURY AND COCHITUATE WORKS.	1887.	1888.	1889.
Daily average consumption in gallons . .	29,852,100	33,310,700	32,070,000
Daily average consumption in gallons per inhabitant	80.7	88.	82.7
Daily average amount used through meters, gallons	7,229,700	7,844,900	8,118,800
Percentage of total consumption metered,	24.1	23.6	25.3
Number of services	55,235	56,947	58,810
Number of meters and motors	3,393	3,532	3,882
Length of supply and distributing mains, in miles	436.5	456.68	479.72
Number of fire-hydrants in use	4,990	5,008	5,225
Yearly revenue from water-rates	\$1,244,191 75	\$1,317,385 92	\$1,357,738 30
Yearly revenue from metered water . . .	\$451,335 09	\$465,653 49	\$493,239 58
Percentage of total revenue from metered water	36.3	35.3	36.3
Cost of works on Jan. 1, 1888, 1889, and 1890,	\$19,527,483 32	\$20,049,614 53	\$20,432,974 43
Yearly expense of maintenance	\$339,693 34	\$383,638 16	\$345,986 88
MYSTIC WORKS.			
Daily average consumption in gallons . .	7,629,000	8,258,400	7,830,500
Daily average consumption in gallons per inhabitant	72.7	76.5	70.4
Daily average amount used through meters, gallons	1,248,200	1,272,600	1,341,700
Percentage of total consumption metered .	16.4	15.4	17.1
Number of services	16,809	17,607	18,527
Number of meters and motors	428	395	413
Length of supply and distributing mains, in miles	136.1	142.2	151.5
Number of fire-hydrants in use	935	956	998
Yearly revenue from water-rates	\$293,018 65	\$306,637 22	\$317,197 29
Yearly revenue from metered water . . .	\$76,241 82	\$75,880 78	\$80,313 19
Percentage of total revenue from metered water	26.0	24.7	24.1
Cost of works on Jan. 1, 1888, 1889, and 1890,	\$1,659,639 37	\$1,690,757 30	\$1,696,280 76
Yearly expense of maintenance	\$153,345 02	\$162,086 42	\$125,660 21

EARNINGS AND EXPENDITURES.

The total receipts of the Cochituate Water-Works, from all sources, for the year ending December 31, 1889, were as follows, viz. : —

Income from sales of water	\$1,357,738 30
Income from shutting off and letting on water, and fees	2,940 75
Elevator, fire and service pipes, sale of old materials, etc.	24,785 91
	\$1,385,464 96

The total expenditures of the Cochituate Water-Works for the year ending December 31, 1889, were as follows, viz. : —

Current expenses	\$345,986 88
Refunded water-rates	1,873 33
Interest on funded debt	755,268 27
	1,103,128 48
Balance Dec. 31, 1889	<u>\$282,336 48</u>

The total receipts of the Mystic Water-Works, from all sources, for the year ending December 31, 1889, were as follows, viz. : —

Income from sales of water	\$317,197 29
Income from shutting off and letting on water, and fees	725 50
Service-pipes, repairs, etc.	1,322 08
	\$319,244 87

The total expenditures of the Mystic Water-Works for the year ending December 31, 1889, were as follows : —

Current expenses	\$125,660 21
Interest on funded debt	41,642 50
Refunded water-rates	104 38
Amount paid Chelsea, Somerville, and Everett, under contract	98,027 14
	265,434 23
Balance Dec. 31, 1889	<u>\$53,810 64</u>

COST OF CONSTRUCTION, AND CONDITION OF THE WATER DEBTS.

Cost of construction of Cochituate Works
to Jan. 1, 1889 \$20,049,614 53

Expended in 1889, as follows, viz. : —

Extension of Mains, etc.	. \$347,863 76	
New High-Service Works	. 35,399 56	
Shops, Albany street	. 96 58	
		383,359 90

Cost of construction of Cochituate Water-Works to Jan. 1, 1890 .	. \$20,432,974 43
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The outstanding Cochituate Water Loans,
Jan. 1, 1889, were \$14,941,273 98

Issued during year 1889, as follows : —

Appropriation,	{	Additional Supply of Water,		
		3½% Loans,	\$145,000 00	
		Extension of Mains, etc. :		
“	{	3½% Loans .	130,000 00	
		4% “ .	200,000 00	
		Shops, Al- bany street,		
“	{	3¼% Loans,	60,000 00	
				535,000 00

Total Cochituate Debt, Jan. 1, 1890 .	. \$15,476,273 98
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Cochituate Water Sinking-Fund, Jan. 1, 1889	\$4,738,893 70
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Cochituate Water Sinking-Fund, Jan. 1, 1890	5,285,456 37
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Net Cochituate Water Debt, Jan. 1, 1889,	10,202,380 28
“ “ “ “ “ 1, 1890,	10,190,817 61

Cost of construction of Mystic Works to	
Jan. 1, 1889	\$1,690,757 30
Cost of construction of Mystic Works to	
Jan. 1, 1890	<u>1,696,280 76</u>

The outstanding Mystic Water Loans, Jan.	
1, 1889, were	\$839,000 00

Total Mystic Debt, Jan. 1, 1890	<u>839,000 00</u>
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Mystic Water Sinking-Fund, Jan. 1, 1889,	\$704,041 22
“ “ “ “ 1, 1890,	754,926 05

Net Mystic Water Debt, Jan. 1, 1889	134,958 78
“ “ “ “ “ 1, 1890	<u>84,073 95</u>

EXPENDITURE ACCOUNTS.

(FROM LOANS.)

JANUARY DRAFT, 1889, TO JANUARY DRAFT, 1890.

Extension of Mains: —

Labor	\$106,137 09	
Salaries	1,801 64	
Teaming	5,761 83	
Blasting	12,553 01	
Water-pipes, Contracts	100,869 81	
Miscellaneous	28,164 07	
Stock	43,199 82	
		\$298,487 27

High Service: —

Labor	\$7,002 96	
Salaries	339 52	
Stock	9,069 06	
Miscellaneous	1,048 95	
Water Tower, Mt. Bellevue, Contract (balance)	1,887 00	
Water Tower, Breed's Island, Contract (on account)	2,500 00	
East Boston Pumping-Station, Contract (on account)	4,883 26	
Electric Light Plant, New Pumping-Station, Chestnut Hill, Contract	1,032 20	
Bronze Tablets, New Pumping-Station, Chestnut Hill, Contract	1,175 00	
Two Boilers, East Boston, Pumping-Station, Contract	918 61	
Carpentry, New Pumping-Station, Chestnut Hill, Contract (balance), ...	3,396 00	
Painting Engines, furnishing Throttle-Valves, Drip Pans, and making alterations, New Pumping-Station, Chestnut Hill, Contract	800 00	
Connecting wires between East Boston Pumping-Station and Water Tower on Breed's Island, Contract	225 00	
Painting, Pumping-Station, Chestnut Hill, Contract (balance)	1,122 00	
		\$35,399 56

Introduction of Meters and Inspection: —

New Meters	\$13,641 50	
Stock for Meters and Setting	956 29	
		\$14,597 79

Improvement of Lake Cochituate: —

Labor	\$902 79	
Salaries (Engineers)	1,824 30	
Travelling expenses	169 20	
Teaming	67 88	
Stock, tools, and expenses	2,155 11	
Contract for Improvement of Shallow Flowage	9,679 23	
Contract for building New Dam (on account)	2,032 90	
		\$16,831 41

MAINTENANCE ACCOUNTS, COCHITUATE WATER-WORKS.

(FROM REVENUE.)

Boston Water Board: —

Salaries of two Commissioners, two Clerks, Purchasing Agent, and Mes- senger	\$12,980 91	
Travelling expenses	1,624 23	
Printing and stationery	504 30	
Advertising, postage, and miscellaneous, ...	1,126 34	
		\$16,235 78

Water Registrar's Department: —

Salaries of Registrar, ten Clerks, seven Inspectors, Foreman, Marine Agent, Messenger, and laborers in Service Division	\$38,609 62	
Travelling expenses, etc.	1,164 73	
Printing and stationery	1,358 40	
Miscellaneous	80 43	
		41,213 18

Eastern Division: —

Salaries of Superintendents, Clerks, and Foreman	\$15,241 11	
Travelling expenses and transportation of men	1,214 46	
Printing and stationery	572 92	
Miscellaneous	179 62	
		17,208 11

Western Division: —

Salaries of Superintendent, Assistant Superintendent, Clerks, and Special Agent	\$9,369 35	
Travelling expenses	806 69	
Printing and stationery	252 39	
Miscellaneous	549 52	
		10,977 95

Amount carried forward,

\$85,635 02

<i>Amount brought forward,</i>	\$85,635 02
<i>Inspection and Waste Division</i> (abolished Feb. 7, 1889)	7,435 43
<i>Meter Division</i> (abolished Feb. 21, 1889)	6,487 36
Meters, setting and repairing (from Feb. 21, 1889),	4,673 85
Workshop, blacksmith shop, etc., Federal st.	9,916 46
Pipe-yard, stable, etc., Albany st.	7,553 25
Maverick Wharf (depot for furnishing water to shipping), rent, and salary of agent	2,119 02
Telephones	932 75
Special agents (3), salaries, travelling expenses, etc.,	3,802 51
Cochituate Aqueduct	2,091 63
Sudbury Aqueduct (including \$15,246.83 for lining tunnel)	19,808 60
Main-pipe relaying (including stock and labor)	17,744 27
“ repairing “ “ “ “	7,149 47
Hydrants “ “ “ “ “	18,029 00
Stopcocks “ “ “ “ “	2,417 49
Hydrant and stopcock boxes, and repairing (including stock and labor)	4,835 18
Tools and repairing (including stock and labor)	9,960 71
Streets “ “ “ “ “	10,392 79
Fountains “ “ “ “ “	3,486 56
Stables “ “ “ “ “	10,489 23
Waste Detection “ “ “ “ “	16,597 87
Basins, Framingham and Ashland (including stock and labor)	8,239 03
Service-pipe repairing (including stock and labor)	12,553 91
Improvement of Sudbury and Cochituate supply	4,505 61
Inspection of Water Sources	1,646 92
High service, Chestnut Hill (including fuel, salaries, repairs, etc.)	19,265 70
High service, East Boston (including fuel, salaries, repairs, etc.)	2,140 77
High service, West Roxbury (including fuel, salaries, repairs, etc.)	3,159 58
New stable at Albany-street yard (on account)	290 13
Chestnut-Hill Reservoir (including stable, care of grounds, etc.)	25,177 09
Parker-Hill Reservoir	1,376 15
Brookline Reservoir	972 93
East and South Boston Reservoirs	742 20
Fisher-Hill Reservoir	871 91
Lake Cochituate	3,807 76
Chestnut-Hill driveway	1,779 64
Collector of Water-rates, salary	2,500 00
Taxes	1,931 50
Damages	2,004 92
Analysis of water, etc.	345 00

Amount carried forward,

\$344,863 20

<i>Amount brought forward,</i>	\$344,863 20
Merchandise sold (pipes and castings, in cases of emergency)	111 13
Old material (from stock account)	1,012 55
	<u>\$345,986 88</u>

MAINTENANCE ACCOUNTS, MYSTIC WATER-WORKS.

Boston Water Board: —

Salaries of one Commissioner and one Assistant Clerk	\$4,712 33	
Printing and stationery	127 67	
Travelling expenses and miscellaneous,	1,188 40	
		\$6,028 40

Water Registrar's Department: —

Salaries of Deputy Collector, two Clerks, and three Inspectors	\$8,660 05	
Printing and stationery	491 14	
Travelling expenses	204 00	
Advertising, postage, and miscellaneous	367 28	
		9,722 47

Superintendent's Department: —

Salaries of Superintendent, Assistant Superintendents, and Clerk	\$5,707 11	
Printing and stationery	112 01	
Travelling expenses	20 00	
Miscellaneous	32 83	
		5,871 95

**Inspection and Waste Division: —*

Salaries of Inspectors (3 mos.)	1,869 29
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†Meter Division (3 mos.): —

New Meters	\$25 48	
Setting and repairing	1,333 88	
Tools	4 32	
Stable	346 94	
Miscellaneous	75 75	
		1,786 37
Meters, setting and repairing (9 mos.)	1,299 46	
Off and on water (labor)	2,841 90	
Main-pipe laying (including stock and labor),	1,310 48	
“ relaying “ “ “	11,437 20	
“ repairing “ “ “	986 04	
Service-pipe laying “ “ “	1,349 97	
“ repairing “ “ “	3,050 01	

<i>Amount carried forward,</i>	<u>\$47,553 54</u>
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* Inspection and Waste Division abolished Feb. 7, 1889.

† Meter Division abolished Feb. 21, 1889.

<i>Amount brought forward,</i>	\$47,553 54
Hydrants and gates, repairing (including stock and labor)	1,663 15
Streets, repairing (including stock and labor)	922 95
Lake	6,203 74
Conduit	949 41
Engine-house	2,892 32
Stables	4,323 58
Reservoir	2,887 78
Pumping Service, salaries and wages, \$9,956 89	
Fuel 13,237 94	
Repairs 123 64	
Oils, waste, and packing, and small supplies 1,306 41	
	24,624 88
Repair-shop	2,943 88
Fountains	353 21
Tools and repairing	739 64
Taxes	58 80
Mystic Sewer (repairs, and pumping and treatment of sewage)	21,741 56
Water-Detector Service	2,039 75
Connections with Cochituate Service	4,212 98
Protection of Water Sources	1,344 76
Analyses of Water	30 00
Special Agents on Pollution	144 44
Merchandise sold	29 84
	<u>\$125,660 21</u>

List of Contracts made during 1889.

Date.	Contractors.	Work.	Amount.
January 5 . .	John White	Finishing floors, Chestnut-Hill Pumping-Station	\$200.00.
“ 8 . .	John McLaren	Tables for work-shop, Chestnut-Hill Pumping-Station	\$144.00.
“ 18 . .	John McLaren	12 Closets, Chestnut-Hill Pumping-Station	\$94.00.
“ 23 . .	John McLaren	Lagging-pipes, Chestnut-Hill Pumping-Station	\$409.00.
“ 26 . .	Wilkins & Gillespie	Pointing walls, East Boston Pumping-Station	\$95.00.
“ 29 . .	John McLaren	Lockers at Chestnut-Hill Pumping-Station	\$300.00.
February 2 . .	James & Abbott	Kyanized lumber, 80,000 feet	\$24.40 per M.
“ 28 . .	Seth W. Fuller	Speaking-tubes in Chestnut-Hill Pumping-Station	\$36.00.
March 11 . .	Edward C. Leonard	Blasting, Mt. Everett street, Dorchester	\$3.70 per cubic yard.
“ 26 . .	Samuel B. Locke & Co.	Iron and service-box castings	2 cents per pound.
“ 27 . .	Boston Standard Metal Co.	Brass and composition castings	{ Brass, 12 $\frac{3}{4}$ cents per pound. Composition { 14 $\frac{3}{4}$ c. per p. for screws & bolts. 13 $\frac{3}{4}$ c. per p. for all other.
“ 28 . .	Standard Electric Co.	Electric-Light Plant, Chestnut-Hill Pumping-Station	\$900.00.
“ 28 . .	Hill, Clarke, & Co.	12-H. P. Payne engine, Chestnut-Hill Pumping-Station	\$300.00.
“ 28 . .	William J. Maguire	Slating shed roofs, Chestnut-Hill Reservoir	\$626.00.
“ 29 . .	W. J. Boland	Blasting, Thwing terrace, Roxbury	\$3.82 per cubic yard.
April 3	Martin F. Kelly	Blasting, Dudley avenue, West Roxbury	\$6.00 per cubic yard.
“ 26	Gloucester Iron Works	Water-pipes and Specials	Est'd, \$96,135.05.

April 26	Edward C. Leonard	Blasting, street off Highland street, Roxbury	\$4.00 per cubic yard.
" 26	Edward C. Leonard	Blasting, Oak View avenue, Roxbury	\$4.25 per cubic yard.
May 1	Dennis O'Connell	Blasting, Gramplan way and Rockland avenue, Dorchester	\$4.47 per cubic yard.
" 10	Patrick W. Hayes	Blasting, Seaver street, Roxbury	\$4.44 per cubic yard.
" 11	Martin F. Kelly	Blasting, Blue Hill avenue, Dorchester	\$3.90 per cubic yard.
" 14	John C. Coleman	Blasting, Hutchins avenue and Day street, Roxbury	\$4.70 per cubic yard.
" 28	H. G. Jordan & Co.	2,800 tons Cumberland coal (Mystic)	\$3.92 per ton of 2,240 lbs., delivered on cars at Mystic wharf.
" 29	Edward C. Leonard	Blasting, Adams street, Dorchester	\$5.25 per cubic yard.
" 31	John B. Gunning	Blasting, Paul Gore street, West Roxbury	\$3.90 per cubic yard.
" 31	Martin F. Kelly	Blasting, Blue Hill avenue, Dorchester	\$4.40 per cubic yard.
" 31	J. C. Coleman	Blasting, Alexander avenue, Dorchester	\$3.98 per cubic yard.
June 10	New England Wiring and Construction Co.	Connection between East Boston Pumping-Station and Water-Tower, } Breed's Island	\$225.00.
" 10	George E. Winslow	Transmitter, indicator, etc.	\$175.00 (3 months' trial).
" 12	J. C. Coleman	Blasting, Bellevue terrace, Dorchester	\$4.49 per cubic yard.
" 12	Cornelius F. Dacey	Blasting, Seaver street, Roxbury	\$3.75 per cubic yard.
" 24	L. G. Burnham & Co.	600 tons Cumberland coal (Chestnut Hill)	\$4.78 per ton of 2,240 lbs., delivered in bins.
" 25	Waldo Bros.	800 Casks English Portland cement	\$2.64 per cask.
" 29	John B. Gunning	Blasting, Riverview avenue and Huntoon street, Dorchester	\$3.90 per cubic yard.
July 5	Thomas W. Mulvey	Blasting, Chapman avenue and Birch street, Dorchester	\$3.70 per cubic yard.
" 9	J. C. Coleman	Blasting, Seaver street, Roxbury	\$235.00.
" 9	Martin F. Kelly	Blasting, Rockview street, West Roxbury	\$4.57 per cubic yard.
" 10	Dennis O'Connell	Blasting, Morton street, Dorchester	\$3.97 per cubic yard.

List of Contracts made during 1889. — *Concluded.*

Date.	Contractors.	Work.	Amount.
July 15	Waldo Bros.	1,500 casks Rosendale cement	\$1.27 per eask.
" 22	D. M. O'Connell	Biological laboratory, Chestnut-Hill Reservoir	\$1,250.00.
" 24	John McLaren	Water-tower, Breed's Island, East Boston	\$4,700.00.
" 25	G. S. & W. F. Howe	Hauling 20-inch pipes and eastings	53 cents per ton of 2,240 lbs.
" 26	Henry R. Worthington	Two jacket drain tanks and pumps	\$438.00.
August 2 . . .	L. G. Burnham & Co.	200 tons Cumberland coal (Chestnut Hill)	\$4.78 per ton of 2,240 lbs., delivered in bins.
" 14	Thomas W. Mulvey	Blasting, Roxbury terrace, Roxbury	\$2.90 per eubic yard.
" 14	Thomas A. Rowe	New dam at Lake Cochituate	\$26,676.00.
" 17	Thomas W. Mulvey	Blasting, Walnut park, Brighton	\$4.20 per cubic yard.
" 30	J. C. Coleman	Blasting, Beacon street, Brighton	\$3.20 per cubic yard.
September 6 .	Keening & Strout Bros.	New stable, Albany street	\$22,486.00.
" 11	Martin F. Kelly	Blasting, Devon street, Roxbury	\$2.85 per eubic yard.
" 27	Robinson Boiler Works	Wrought-iron pipes, Huntington-avenue bridge	\$1,185.00.
" 27	John Cavanagh & Co.	Two siphons at Warren bridge	\$14,700.00.
October 2 . .	J. C. Coleman	Blasting, Wildwood and Woolson streets, Dorchester	\$3.30 per eubic yard.
" 5	J. N. Hayes & Co.	Pipe-box, Warren bridge, north side	\$5,400.00.
" 5	J. N. Hayes & Co.	Pipe-box, Warren bridge, south side	\$2,898.00.
" 12	Martin F. Kelly	Blasting, Blakeville street, Dorchester	\$3.70 per cubic yard.

October 16	J. C. Coleman	Blasting, Dunreath street, Roxbury	\$4.25 per cubic yard.
“ 26	Martin F. Kelly	Blasting, Kensington street, Roxbury	\$3.65 per cubic yard.
“ 30	Martin F. Kelly	Blasting, Linden street, Brighton	\$4.40 per cubic yard.
November 2	Thomas Burke	Blasting, Danube street, Dorchester	\$3.00 per cubic yard.
“ 8	Augustine Judge	Blasting, Townsend street, Roxbury	\$4.75 per cubic yard.
“ 13	Martin F. Kelly	Blasting, Elmore street, Roxbury	\$3.18 per cubic yard.
“ 13	James McLaughlin & Son	Blasting, street off River street, Dorchester	\$5.00 per cubic yard.
“ 15	Henry R. Worthington	Independent condenser, Mystic Water-Works	\$1,250.00.
“ 20	J. N. Hayes & Co.	Change in Warren-bridge contracts	\$800.00.
“ 21	J. C. Coleman	Blasting, Sutherland road, Brighton	\$3.50 per cubic yard.
“ 22	B. Mulvey	Blasting, Elmore street, Roxbury	\$2.70 per cubic yard.
“ 27	American Diamond Rock-Boring Co.	Rental of diamond drill for work at Basin No. 5	\$250.00 per month and \$14.00 per karat for extra diamonds.
December 31	Gifford & Lawrence	Machine-shop, Albany-street yard	\$51,913.00.

REPORT OF CITY ENGINEER.

OFFICE OF CITY ENGINEER,
CITY HALL, BOSTON, Jan. 10, 1890.

MR. ROBERT GRANT, *Chairman Boston Water Board*: —

SIR, — In accordance with the requirements of the Revised Ordinances, I respectfully submit the following report on the condition of the Water-Works: —

SOURCES OF SUPPLY.

The rainfall was above the average during the past year, and was so evenly distributed that there has been an abundant supply of water at all times.

The rainfall and quantities collected on the several watersheds are as follows: —

	Sudbury.	Cochituate.	Mystic.
Rainfall, inches,	49.95	50.23	50.395
Rainfall collected, inches,	29.056	27.95	25.48
Daily average yield, gallons,	104,030,000	25,112,000	32,601,000

The quality of the water from the Sudbury and Cochituate supplies has been good, and no trouble has been experienced from algæ.

The quality of the Mystic water appeared to be better than usual, probably owing to the large rainfall of the last two years.

The fluctuations in the amount of storage in the different lakes and reservoirs are shown graphically by an appended diagram. The condition of the different reservoirs during the year is given below.

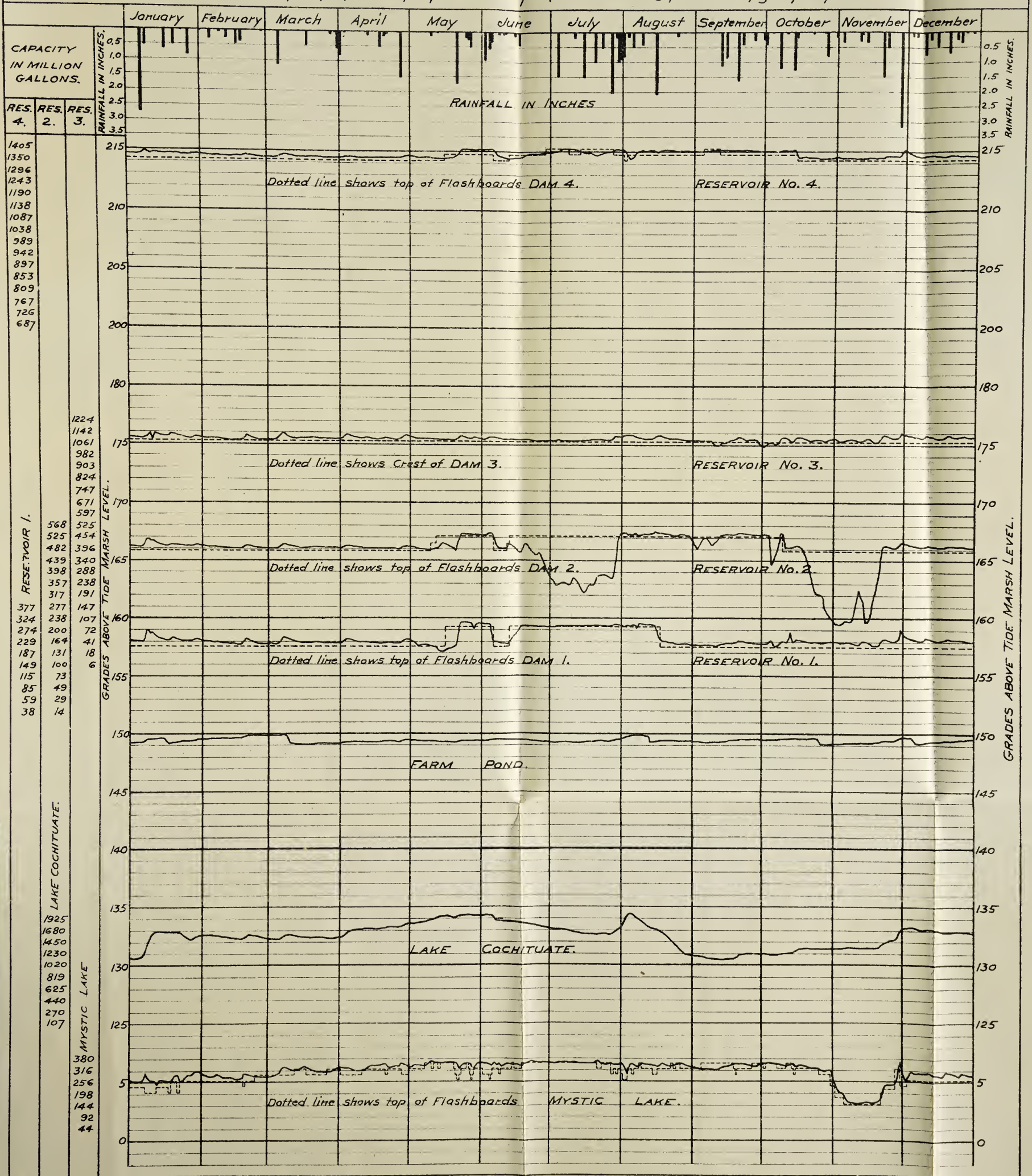
SUDBURY—RIVER RESERVOIRS AND LAKE COCHITUATE.

Reservoir No. 1. — Water was wasting at the outlet dam during the whole year, with the exception of from May 10 to 20, and June 13 to 16. The reason no water was wasted during these two periods was, that the flash-boards were placed on the dams.

CAPACITY IN MILLION GALLONS.			RAINFALL IN INCHES.
RES. 4.	RES. 2.	RES. 3.	
1405			
1350			
1296			
1243			
1190			
1138			
1087			
1038			
989			
942			
897			
852			

BOSTON WATER WORKS.

Diagram showing the heights of Sudbury River Reservoirs, Farm Pond, and Cochituate and Mystic Lakes, and the Rainfall on the Sudbury River Water Shed during the year 1889.



Reservoir No. 2. — This reservoir has been full the greater part of the year; the lowest point reached being on November 2, when the water stood at grade 159.38, or 6.51 feet below the crest of the dam.

Reservoir No. 3. — This reservoir has been full and overflowing all the year, with the exception of nine days in September, of seven days in October, and of one day in November. The lowest point reached during the year was on September 30, when the surface of the water stood at grade 174.80, or 0.45 feet below the crest of the dam.

Reservoir No. 4. — This reservoir has been kept at or near high-water mark during the whole year. The lowest point reached being on May 15, when the surface of the water was at grade 214.37, or 0.84 feet below the top of the flash-boards.

Farm Pond. — The surface of the pond has been kept at an average level of 149.44 feet above tide-marsh level.

The conduit through the pond has been used during the whole year. No water was used from this pond during the year, on account of the fear that there might be danger from the Framingham drainage.

The Framingham Water Company has pumped 59,500,000 gallons from the pond, or an average of 163,000 gallons per day.

Lake Cochituate. — Water was wasting at the outlet dam during the greater part of January, February, and March; also from May 23 to 26, June 3 to 6, and August 3 to 26.

The water in the lake was drawn down about three and one-half feet in August, to allow work to be begun on the new outlet dam.

A contract for the building of the dam was made with Thomas A. Rowe, on August 17. Work began immediately, and continued until December 23. The portion of the work below the original surface is so far completed that the dam can be easily finished next season, all the difficult work being done.

The heights of water in the various storage reservoirs on the first day of each month are given on next page.

	RESERVOIRS.				FARM POND.	LAKE COCHITU- ATE.
	No. 1.	No. 2.	No. 3.	No. 4.		
	Top of flash- boards, 159.29.	Top of flash boards, 167.12.	Crest of Dam, 175.24	Top of flash- boards, 215.21		
January 1, 1889	158.11	166.26	175.60	214.62	149.25	130.71
February 1, "	158.07	166.23	175.51	214.63	149.56	132.67
March 1, "	157.80	166.02	175.32	214.44	149.83	132.31
April 1, "	157.90	166.12	175.48	214.48	149.24	132.43
May 1, "	158.07	166.23	175.60	214.59	149.43	133.61
June 1, "	159.52	167.22	175.47	215.12	149.41	134.28
July 1, "	159.31	163.40	175.34	214.91	149.29	133.11
August 1, "	159.38	167.42	175.75	215.17	149.66	133.47
September 1, "	157.68	166.43	175.40	215.02	149.34	130.78
October 1, "	157.84	167.28	174.84	215.06	149.53	130.95
November 1, "	157.98	159.52	175.53	214.52	149.20	131.43
December 1, "	158.48	166.50	175.90	214.99	149.76	133.26
January 1, 1890	157.95	166.14	175.52	214.56	149.60	132.77

Water has been drawn from the different reservoirs in the Sudbury river to supply the city as follows : —

Reservoirs No. 1 and No. 2.

May 5 to May 17.

Reservoir No. 2.

Jan. 14 to Jan. 18.	Aug. 22 to Aug. 25.
April 26 to May 2.	Aug. 29 to Sept. 2.
May 18 to Aug. 4.	Sept. 6 to Sept. 7.
Aug. 6 to Aug. 11.	Dec. 24 to Dec. 30.
Aug. 13 to Aug. 19.	

Reservoirs No. 2 and No. 3.

Jan. 1 to Jan. 6.	Nov. 9 to Nov. 11.
Jan. 9 to Jan. 10.	Nov. 15 to Nov. 18.
Jan. 12 to Jan. 13.	Nov. 22 to Nov. 25.
Jan. 19 to April 25.	Nov. 29 to Dec. 2.
Sept. 8.	Dec. 6 to Dec. 9.
Oct. 18 to Oct. 21.	Dec. 13 to Dec. 16.
Oct. 25 to Oct. 28.	Dec. 20 to Dec. 23.
Nov. 1 to Nov. 2.	Dec. 31.

Reservoir No. 3.

Sept. 9.	Oct. 2 to Oct. 7.
Sept. 12 to Sept. 16.	Oct. 11 to Oct. 14.
Sept. 20 to Sept. 24.	Nov. 3 to Nov. 5.
Sept. 28 to Sept. 30.	

AQUEDUCTS AND DISTRIBUTING RESERVOIRS.

The Sudbury-river aqueduct has been in use during the whole or portions of 302 days, and the Cochituate aqueduct has been used 361 days.

During the last five months of the year the Sudbury conduit was used intermittingly, to allow the work of lining the Beacon-street tunnel to be done. Water was usually run through the conduit on Saturdays, Sundays, and Mondays, the work of lining being done during the balance of the week. The Sudbury conduit has delivered into Chestnut-Hill and Brookline reservoirs 6,130,500,000 gallons, equal to a daily supply of 16,796,000 gallons; and the Cochituate aqueduct has delivered 5,570,424,000 gallons, or 15,261,000 gallons per day.

Both aqueducts have been cleaned during the year. The details of this work will be seen in the report of the Superintendent of the Western Division. In the Cochituate aqueduct a flow 6 feet in depth was maintained until August 1, and from that date the depth was increased to $6\frac{1}{2}$ feet.

The Chestnut-Hill, Brookline, Fisher-Hill, Parker-Hill, and East Boston reservoirs are in good condition. Parker-Hill reservoir was shut off from January 9 to October 16, and from November 1 to the present time.

HIGH-SERVICE PUMPING-STATIONS.

The buildings at the Chestnut-Hill pumping-station were completed early in the year, and the grounds were graded and planted.

An electric-lighting plant of 108 incandescent lights was placed in the building during the past summer, which thoroughly lights all portions of the main building, the biological laboratory, and the stable.

The dynamo and lights were furnished by the Standard Electric Company, of Vermont.

The power is furnished by a 12-horse power Paine engine, which takes steam from the main boilers.

In the basement a lathe, planer, drill, emery-wheel, and grindstone have been set up, the power for running them being supplied by a water motor. A good set of carpenters'

and machinists' tools has also been furnished, and the ordinary repairs on the pumping-plant are made by the regular force, with the least possible expense.

The pumping-engines are kept in good condition. Independent jacket-pumps, furnished by H. R. Worthington, have been attached to each engine, and by this arrangement all the steam used in the jackets of the steam cylinders is returned to the boilers, whether the pumping-engines are running or not.

Air chambers have been placed on the suction-pipes of both pumps, and several minor changes and repairs have been made by the regular force of engineers at the station.

An attachment for admitting air to the furnace at the bridge-wall, known as "Jones' economic furnace," was placed under each boiler, and put into operation on October 1. The greater portion of the soot which formerly collected in the flues is now consumed, and the evaporation of water by the boilers per pound of coal burned seems to have been increased by this appliance.

The amounts of water pumped at the Chestnut-Hill pumping-station, and the percentage of increase over the corresponding months in 1888, are as follows : —

	Total amount pumped.	Daily average amount pumped.	Per cent. increase.
January	174,117,800	5,616,700	20.7
February	170,303,500	6,082,300	20.7
March	177,191,750	5,715,900	28.7
April	162,530,250	5,417,700	31.1
May	183,062,250	5,905,200	43.2
June	183,873,500	6,129,100	27.4
July	187,811,750	6,058,400	9.8
August	188,040,100	6,065,800	10.1
September	189,435,725	6,314,500	18.4
October	182,895,575	5,899,900	16.1
November	169,846,250	5,661,500	11.9
December	174,817,300	5,639,300	2.8
Total and average . . .	2,143,925,750	5,873,700	19.1

Several large districts, formerly supplied from the low service, were connected with the high service in June, 1888; consequently the percentage of increase shown for the first

half of 1889 is larger than it should be expected to be in the future. The average increase during the last half of this year, when the districts supplied practically corresponded with that supplied during the corresponding months of the previous year, was 11.4 per cent.

The season was, however, very favorable for a small consumption of water during this latter part of the year, and the increase of 11.4 per cent. is probably too small for estimating the probable increase for future years. I think that 13 per cent. would be more nearly correct to use.

Upon this basis the average consumption will exceed the capacity of one of the pumping-engines within two and one-half years, and arrangements have consequently been made for procuring a third pumping-engine.

The table on page 42 shows the work done by the pumping-engines during the year.

Engine No. 1 was in use 3,616 hours,	
pumping	1,223,540,500 galls.
Engine No. 2 was in use 2,785 hours,	
45 minutes, pumping	920,385,250 “
Total amount pumped	2,143,925,750 “
Total amount coal consumed	2,462,751 lbs.
Per cent. ashes and clinkers	7.9
Average lift in feet	123.21
Quantity pumped per lb. of coal	870.5 galls.
Daily average amount pumped	5,873,700 “

The duty of the engines is calculated after deducting $2\frac{1}{3}$ per cent. from the theoretical displacement of the plungers for slip, and with no credit given the engines for the large amount of steam used to heat and light the pumping-station and adjacent buildings, and corrected duties, are also shown in the tables. The exact amount of steam used for heating the building was shown by a meter; the amount of coal used to run the dynamo was assumed, after making calculations and experiments, to be 30 pounds of coal per hour of lighting.

Cost of Pumping.

Salaries	\$9,488 99
Fuel	5,465 70
Repairs	1,046 94
Oil, waste, and packing	664 99
Small supplies	177 82
Total	\$16,844 44

Cost per million gallons raised one foot high, 6.37 cents.

Cost per million gallons pumped to reservoir, \$7.86.

The above includes the cost of heating and lighting.

At the West Roxbury pumping-station 12,903,700 gallons have been pumped, equivalent to a daily average of 35,350 gallons, or a decrease of 12.9 per cent. from the amount pumped in 1888. This decrease was owing to the mild winter, a smaller amount than usual being allowed to run back into the main high service, to prevent the freezing of the pipe over Park-street bridge.

The grounds around the Bellevue tower have been graded, and a roadway built.

The new pumping-station in East Boston has been completed, and is now in running order.

Breed's Island has been supplied with water from the new supplementary high service since August 28th, and an observatory tower, similar to the one on Bellevue hill, has been built over the tank. The height of water in the tank is indicated and recorded at the pumping-station, 11,000 feet distant, by an electrical gauge and indicator, made by George E. Winslow, of Waltham.

No water has been pumped into the East Boston reservoir during the year, since the increased head, due to the 24-inch main laid in 1888, enables the reservoir to be filled during the night without the aid of the pumps.

This condition will continue, excepting during unusually cold weather, or while one of the mains may be temporarily shut off.

About 7,000 gallons per day are pumped into the tower on Breed's Island.

MYSTIC LAKE.

The surface of the lake has been kept in the vicinity of high-water mark during the greater part of the year, and water was wasted over the dam on 299 days. In November the lake was lowered to about four feet below high-water mark, so that the rip-rap on a portion of the dam between the overflow and the gate-house could be repaired.

The yield of the water-shed is shown on page 41.

MYSTIC-VALLEY SEWER.

The works for the purification of the sewage have been in successful operation during the year. The total amount pumped and treated was 99,882,850 gallons, or 324,000 gallons per day, exclusive of Sundays and legal holidays, when the pumps are not run.

Cost per million gallons raised one foot high .	\$0.0607
“ “ “ “ pumped to reservoir .	8.89

CONSUMPTION.

The daily average consumption from the combined works, and the consumption compared with that of 1888, has been as follows : —

1889.	COCHITUATE WORKS.		MYSTIC WORKS.		COMBINED SUPPLY.	
	Consumption in Gallons.	Percentage of Consumption of 1888.	Consumption in Gallons.	Percentage of Consumption of 1888.	Consumption in Gallons.	Percentage of Consumption of 1888.
January . . .	30,172,000	74.5	7,769,500	70.0	37,941,500	73.5
February . .	35,855,200	83.2	9,073,600	78.1	44,928,800	82.1
March	32,180,000	88.3	7,537,600	81.6	39,717,600	86.9
April	30,814,500	97.9	7,185,700	98.7	38,000,200	98.1
May	32,719,500	106.2	7,663,600	110.5	40,383,100	107.0
June	33,377,900	107.6	8,017,700	105.3	41,395,600	107.1
July	31,870,300	99.5	8,315,600	100.6	40,185,900	99.8
August	31,403,200	96.8	8,113,200	103.2	39,516,400	98.1
September . .	31,722,800	99.6	7,966,000	109.6	39,688,800	101.5
October	31,702,200	108.9	7,627,500	107.5	39,329,700	108.0
November . . .	31,532,400	110.3	7,316,700	104.7	38,849,100	109.2
December . . .	31,829,000	97.4	7,473,200	94.4	39,302,200	96.8
Average	32,070,000	96.3	7,830,500	94.8	39,900,500	96.0

The daily average consumption per head of population has been as follows : —

Sudbury and Cochituate supply	82.7 gallons.
Mystic supply	70.4 “
Combined supplies	80.0 “

The above figures show a decrease of 3.7 per cent. in the consumption from the Sudbury and Cochituate works from that of the previous year; of 5.2 per cent. in the consumption from the Mystic works; and of 4 per cent. decrease in the consumption from the combined supplies.

DISTRIBUTION.

The following changes were made in the distribution system during the year : —

SIZE.	SUDBURY AND COCHITUATE WORKS.		MYSTIC WORKS IN CHARLESTOWN.	
	Total length laid and relaid.	Length abandoned.	Total length laid and relaid.	Length abandoned.
4"	273	2,430	1,621	2,942
6"	58,778	7,049	7,866	5,110
8"	20,943	1,054	1,507	454
10"	3,133	922	. . .	. . .
12"	24,758	626	. . .	. . .
16"	8,276	. . .	. . .	. . .
20"	15,785	. . .	. . .	. . .
30"	1,808	. . .	. . .	. . .
Total length.	133,754	12,081	10,994	8,506

The total length of pipe laid on the Sudbury and Cochituate works was 25.3 miles, and 2.3 miles have been abandoned, making a net increase of twenty-three miles in the total length in use. On the Mystic works in Charlestown the mains were extended 569 feet ; 1,919 feet of 2-inch service-pipes were relaid with 4 and 6 inch main pipes, and 8,506 feet of 4, 6, and 8 inch wrought-iron and cement pipes were replaced with cast-iron pipe.

The 30 and 16 inch mains, which were partly laid in 1888 to connect Charlestown with the Cochituate supply, were completed in December, by laying them across Warren bridge, siphons being placed under the channel at the draw-opening. The siphons consist, one of a 20-inch pipe, and the other of a 30-inch pipe, encased in a substantial box, made of hard pine, with the space between the pipe and the sides of the box filled with hydraulic cement-concrete. The siphon was so placed that in the channel the top of the box would be twenty-three feet below mean low water, being three feet lower than the 24-inch siphon that was laid on the other side of the bridge in 1883. The contract for building and lowering these siphons was awarded to John Cavanagh & Co., for \$14,700.

The method formerly employed for lowering siphons similar to these usually closed the river to navigation for at least three days. Before advertising for proposals for building

these siphons the subject of lowering them was carefully studied in consultation with Mr. Francis Low and Mr. John Cavanagh, with the result that the length of time during which navigation should be delayed by the lowering of each siphon was limited to twenty-four hours, and the specifications provided that only approved methods should be employed for lowering them. The method employed by the successful bidders was as follows : —

The siphons were partially built on the shore of Chelsea creek, nearly three miles from Warren bridge. After they were so far finished that when in place the arms would be above mean low water, they were moved on rolls to a point on the beach just above low water, and were then raised to a vertical position by means of screws. Each siphon was moved and placed separately. Two long and narrow scows were procured, one of which was secured to each side of the siphon, so as to float the siphon at flood-tide. The scows and suspended siphon were then towed through three draw-bridges to a point above Warren bridge. The scows were then changed from the sides of the siphon to positions between the vertical arms of the siphon, and the siphon was then floated over its final position at high water. The lowering into place was done by means of screws, assisted by the falling tide, and the channel was obstructed only during the ebbing of one tide for about six hours.

The 30-inch siphon was lowered on November 14 and the 20-inch on November 23. The illustration on opposite page shows the 30-inch siphon ready for lowering into place.

The beds for the siphons had to be dredged at least 10 feet below the bottom of the channel, and it was necessary to remove large portions of the draw-pier and wharf to accommodate the dredger. The 30 and 16 inch pipes were laid under the bridge and upon the draw-pier and wharf. The boxes to enclose and support the pipes were built by J. N. Hayes & Co., the greater portion of it by contract and a small portion by day's work. This work will be completed during the present month.

The laying of these pipes completes the "Connection with Charlestown" and "New Main to East Boston," which were begun in 1887; and Charlestown can now be supplied with water from both the low and high Sudbury and Cochituate services, if any emergency should arise in connection with the Mystic supply.

A 20-inch high-service main was laid from Parker-Hill reservoir to Boston Common, a distance of 15,948 feet. A right of way, 400 feet long and 10 feet wide, was secured through land of Franklin Dexter on Parker Hill, between

Parker Hill avenue and Hillside street. This shortened the length of the pipe line about 1,200 feet from that originally estimated upon, and was secured without any expense to the city. The main is laid over the Boston and Albany railroad at Huntington-avenue bridge, a wrought-iron pipe being used at that point; and the 16-inch low-service pipe, formerly laid upon the sidewalk of that bridge, was replaced by a wrought-iron pipe, both pipes being laid below the floor of the sidewalk.

Considerable delay was experienced in procuring the wrought-iron pipes; but water will be let into the pipe by the middle of the present month. This main will increase the pressure on the pipes near Beacon Hill about 10 pounds during the hours of greatest consumption.

A 16-inch high-service main was laid from Parker street to Walnut avenue near Egleston square, a distance of 6,145 feet, and the 12-inch pipe was connected through Seaver street. These mains give 12 to 14 feet additional head to the services on Elm Hill during the hours of greatest consumption, and no complaints of an insufficient supply have been heard since this connection was made.

The supply in Dorchester was improved by laying 3,900 feet of 12-inch pipe in Blue Hill avenue, from Grove Hall to Abbot street; 1,740 feet of 12-inch pipe in Mill and Preston streets, to Commercial Point; and by relaying 1,680 feet of 6-inch with 12-inch pipe in Savin Hill avenue.

The 6-inch pipe line to Long Island was completed during the year. The siphon and pipe-box at Neponset bridge were built and placed in position by J. N. Hayes & Co., the siphon, containing an 8-inch pipe, being lowered on Sunday, April 21.

The excavation for the pipe-trench on Long Island was done by inmates of Deer Island, and, in consequence, the completion of the work was somewhat delayed, so that the water was not turned on to the island until August 21.

ADDITIONAL SUPPLY.

On March 10 the preliminary work on Basin 5 on Indian brook was stopped for lack of funds, and was suspended until November 18, when a party began to run the final location lines for the changes of the road system in the vicinity of the basin.

In December borings were commenced to determine the location and character of the proposed dam, and the work of cross-sectioning the proposed basin was also commenced.

On November 25 the survey of Whitehall pond and adja-

cent territory was commenced and is now about completed. For particulars, see the following report of Desmond Fitzgerald, Resident Engineer : —

BOSTON WATER WORKS,
OFFICE OF ADDITIONAL SUPPLY,
SOUTH FRAMINGHAM, MASS., Jan. 1, 1890.

WILLIAM JACKSON, ESQ., *City Engineer and Chief Engineer Boston Water-Works* : —

DEAR SIR, — I submit herewith a brief report of engineering work accomplished during the past year by the additional-supply force.

Between March 10 and November 18 no work was done on Basin 5, on account of lack of appropriation. On November 18 a party began the work of locating the new lines of the roads, slight changes having been made in the former lines. This work was completed on Dec. 28, 1889.

On December 12 a diamond drill was set up on the proposed line of the dam, and is still at work. Bed-rock was reached in the valley at a depth of 42 feet below the surface of the ground. The borings and test-pits have revealed the fact that the ground is full of heavy boulders and water, and the trench for the core-wall will be extremely difficult and costly to excavate. The test-pit on the southerly end of the dam was carried to the rock in December. Depth, 35 feet.

The engineering forces at the basin are now at work on the cross-sectioning of the valley, and getting out the quantities for the construction of the roads early in the spring. An artesian-well boring-machine will be started within a few days to hasten the borings, and a second diamond drill will be ordered.

A small force is now engaged in sinking a test-pit in the meadow by the brook.

On November 25 a party was started at Whitehall pond to make a survey of the pond and neighborhood. A taking-line has been located, contours run, and the work is now nearly completed. This party will then be moved to Cedar swamp.

During the summer, contours were made of the valley of Cold Spring brook, below Dam 4, with reference to improving the channel. This survey showed the necessity of lowering the bridge abutments of one of the Ashland highway bridges on Main street.

These abutments were accordingly rebuilt in October and November, permission therefor having been obtained from the selectmen of Ashland.

Under the head of maintenance the following engineering work has been carried on during the year : —

Plans were made early in the season for lining portions of the Beacon-street tunnel of the Sudbury-river aqueduct, which were in a dangerous condition from disintegration of the rock. The greater part of the summer was spent in putting a track into the tunnel, and in preparing to do the work.

The laying of concrete was begun in September, and is still in progress.

A biological laboratory has been built, and a party organized for the study of changes in the life in the water, both animal and vegetable.

A new set of experiments has been started at Chestnut-hill reservoir on filtration.

The plant has been for the most part procured, but the preparation of the tanks was stopped by the cold weather. Work will be resumed early in the coming season, and it is hoped that filtration may be started in this experimental plant by the beginning of May. The design, which is closely modelled on the Lawrence experiments, has received the approval of Mr. Hiram F. Mills. The object is to determine the exact effect of intermittent and continuous filtration on the Boston water and economic sections of materials.

In closing I may add that the past year has been an unusually active one in all departments of the works.

Very respectfully yours,

(Signed) DESMOND FITZ GERALD,
Resident Engineer.

IN GENERAL.

The valley of Cold Spring brook below Dam 4 was surveyed for improving the water-course.

The lining of portions of the Beacon-street tunnel of the Sudbury aqueduct has been commenced, and is now in progress. The lining is of concrete, the inside ring being of Portland cement, and the backing of Rosendale cement.

During the season the study of the animal and vegetable life in the water supply has received considerable attention. Early in the season Mr. Geo. W. Rafter, who had made a special study of this subject, was engaged, and later a biological laboratory was built, and a force engaged to continue the study.

The experiments on filtration have been continued through the greater part of the year, with the result that it has been determined to continue the experiments on a more elaborate

scale. A plant for these experiments is now in preparation, and Mr. Hiram F. Mills, of Lawrence, a member of the Mass. State Board of Health, who has already made special studies of filtration, has been engaged as consulting engineer.

The pipe for a 24-inch high-service main, from the corner of Prince and Perkins streets to Forest Hills, has been contracted for, and will be laid the coming season. This main is a portion of the main pipe line that will connect the proposed reservoir in Roslindale with Fisher Hill reservoir, and it will be desirable to extend this main still further within a short time, in order to further improve the water supply for Roslindale and West Roxbury village.

Thirty-nine contracts for rock excavation have been made during the year.

Two hundred and ninety petitions for main pipe extensions have been received and reported upon in regard to grade of streets, size of pipe, and cost of laying.

The pipe laid has been measured, the gates and hydrants located, and are being plotted on the plans.

Forty-seven profiles of unaccepted streets have been made and grades given for grading the streets and laying pipes wherever it was necessary.

The records from the four pumping stations, the lakes, reservoirs, the Mystic sewer, and the returns from the pipe foundries, etc ; have been carefully kept.

WILLIAM JACKSON,

City Engineer and Engineer Boston Water Board.

Daily Average Consumption of Water, in Gallons, from the Cochituate and Mystic Works.

COCHITUATE WORKS.										MYSTIC WORKS.				
MONTHS.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
January	34,715,500	32,162,300	26,711,900	28,561,900	32,687,600	40,485,700	30,172,000	8,369,600	8,019,100	7,855,400	8,510,300	10,488,600	11,107,100	7,769,500
February	32,690,700	24,598,000	31,847,400	28,291,100	31,224,300	43,105,000	35,855,200	7,714,700	6,349,500	10,019,500	9,275,700	9,346,700	11,620,900	9,073,600
March	34,110,700	23,711,900	27,697,200	26,886,800	28,124,100	36,463,400	32,180,000	7,737,300	6,337,100	8,487,500	7,780,000	8,175,000	9,242,000	7,537,600
April	30,617,600	21,505,700	22,720,450	23,470,400	25,591,500	31,473,800	30,814,500	6,171,100	5,242,100	6,042,600	6,636,500	6,933,800	7,276,700	7,185,700
May	32,169,500	23,708,500	22,168,400	24,680,100	27,925,000	30,802,000	32,719,500	6,319,100	5,800,000	5,605,700	6,444,000	6,916,300	6,932,300	7,663,600
June	33,419,200	26,184,600	27,214,800	26,574,900	30,069,030	31,026,100	33,377,900	6,912,500	6,245,600	6,594,200	6,941,100	7,159,800	7,615,200	8,017,700
July	36,774,000	25,409,000	26,606,200	28,987,500	30,469,700	32,014,400	31,870,300	7,307,600	6,312,300	6,513,300	7,437,500	7,250,000	8,267,500	8,315,600
August	37,141,000	25,065,200	24,686,400	24,770,600	30,063,100	32,432,700	31,403,200	7,261,500	6,088,400	6,047,600	7,166,800	6,871,900	7,859,100	8,113,200
September . . .	33,645,600	26,389,500	26,493,600	25,835,600	31,946,600	31,836,500	31,722,800	5,846,300	6,411,150	5,931,900	7,585,200	6,868,600	7,266,300	7,966,000
October	29,575,800	25,022,900	24,945,500	26,713,100	30,562,700	29,110,800	31,702,200	5,497,200	5,834,200	5,914,900	6,552,000	6,436,600	7,096,400	7,627,500
November . . .	28,839,300	22,954,200	21,942,750	25,036,200	28,062,000	28,590,900	31,532,400	5,930,600	5,119,700	5,710,300	6,546,000	7,361,200	6,990,800	7,316,700
December	30,174,200	24,234,800	24,724,900	29,706,800	31,511,500	32,686,200	31,829,000	6,771,500	6,330,800	6,356,700	8,043,500	7,835,300	7,918,600	7,473,200
Yearly average .	32,836,900	25,090,500	25,607,200	26,627,900	29,852,100	33,310,700	32,070,000	6,819,200	6,209,700	6,737,350	7,399,800	7,629,000	8,258,400	7,830,500

Diversion of Sudbury-River Water, 1881-89.

MONTH.	1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.		1889.	
	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.	
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	
January		814,800,000	595,000,000		733,400,000		697,000,000	473,900,000	502,200,000	895,400,000		484,500,000						
February		680,300,000	975,700,000		597,800,000	1,094,300,000	265,400,000	560,400,000	380,800,000	903,700,000		564,600,000						
March		853,600,000	1,002,300,000	634,700,000	17,200,000		312,500,000	495,900,000	467,400,000	601,400,000		584,500,000						
April		810,700,000	781,200,000	535,700,000	967,900,000		228,800,000	350,400,000	307,000,000	463,800,000		490,500,000						
May		960,100,000	502,300,000	613,800,000	260,000,000		268,400,000	308,500,000	344,700,000	566,300,000	233,400,000	615,700,000						
June		941,700,000	491,800,000	631,600,000		168,400,000	414,500,000	768,000,000	427,100,000	489,000,000		567,600,000						
July		911,200,000	646,900,000	754,300,000		152,000,000	430,100,000	434,600,000	534,500,000	528,900,000		534,600,000						
August		730,700,000	655,800,000	640,900,000		1,600,000	406,100,000	401,100,000	463,100,000	626,600,000		443,700,000						
September		731,500,000	308,900,000	467,100,000			442,200,000	386,100,000	414,700,000	531,600,000		475,500,000						
October		429,300,000	570,300,000	483,300,000			432,900,000	368,300,000	474,100,000	435,900,000		414,100,000						
November		321,700,000	572,300,000	530,800,000			363,900,000	297,600,000	381,800,000	410,900,000		451,600,000						
December	187,600,000	472,100,000	632,200,000	536,800,000			432,500,000	379,900,000	570,200,000	605,200,000		501,200,000						
Totals	187,600,000	8,657,700,000	7,735,200,000	1,245,100,000	7,209,900,000	1,416,300,000	4,634,300,000	5,224,700,000	5,267,600,000	7,224,700,000	233,400,000	6,130,500,000						
Total diversion from Sud- bury river }	8,845,300,000		7,735,200,000	8,455,000,000		6,110,600,000		5,224,700,000	5,267,600,000	7,224,700,000		6,363,900,000						
Average daily diversion for whole year }	24,233,700		21,192,300	23,164,400		16,635,600		14,314,200	14,431,800	16,778,400		17,435,300						

(Water-shed from 1875 to 1878, inclusive, = 77,764 sq. miles; in 1879 and 1880 = 78,238 sq. miles; and from 1881 to 1889, inclusive, = 75.2 sq. miles.)

REPORT OF THE WATER BOARD.

YEAR.	Amount of Water diverted to Lake Cochituate and Chestnut Hill Reservoir.	Amount of Water used by Framingham Water Co.	Amount of Water wasted from River.	STORAGE.		Total amount of flow in River.	Daily average amount of flow in River.	Rainfall.	Rainfall collected,	Percentage of Rainfall collected.
				Gain.	Loss.					
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Inches.	Inches.	Per cent.
1875 . . .	2,555,800,000		24,971,600,000	66,300,000		27,593,700,000	75,599,200	45.490	20.418	44.88
1876 . . .	2,528,300,000		29,942,300,000		160,700,000	32,309,900,000	88,278,400	49.563	23.908	48.24
1877 . . .	1,894,350,000		32,438,300,000	112,100,000		34,444,750,000	94,369,200	44.018	25.487	57.90
1878 . . .	3,422,100,000		37,125,200,000	654,700,000		41,202,000,000	112,882,200	57.931	30.487	52.63
1879 . . .	3,749,200,000		20,817,500,000	962,200,000		25,528,900,000	69,942,200	41.419	18.775	45.33
1880 . . .	6,230,200,000		11,290,000,000		958,600,000	16,561,600,000	42,250,300	38.177	12.182	31.91
1881 . . .	8,845,300,000		17,279,000,000	751,700,000		26,876,000,000	73,633,900	44.169	20.565	46.56
1882 . . .	7,735,200,000		16,273,900,000		352,600,000	23,656,500,000	64,812,300	39.394	18.102	45.95
1883 . . .	8,455,000,000		7,251,900,000		1,086,400,000	14,620,500,000	40,056,200	32.780	11.188	34.13
1884 . . .	6,110,600,000		23,228,900,000	1,744,600,000		31,084,100,000	84,929,200	47.135	23.784	50.46
1885 . . .	5,224,700,000	61,800,000	19,878,800,000		446,900,000	24,718,400,000	67,721,600	43.545	18.916	43.44
1886 . . .	5,266,600,000	76,600,000	23,023,000,000	1,464,500,000		29,831,700,000	81,730,700	46.065	22.825	49.55
1887 . . .	6,124,100,000	87,500,000	25,334,500,000	117,400,000		31,663,500,000	86,749,300	42.705	24.227	56.73
1888 . . .	7,224,700,000	61,500,000	39,040,500,000	390,600,000		46,717,300,000	127,642,900	57.465	35.749	62.21
1889 . . .	6,363,900,000	59,500,000	31,550,400,000		2,800,000	37,971,000,000	104,030,100	49.95	29.056	58.17
Averages .	5,448,736,700	69,380,000	23,963,053,300			29,651,990,000	80,975,200	45.320	22.378	48.54

Statement showing Amount of Water drawn from Lake Cochituate; Amount wasted; Amount of Rainfall collected in Lake; Amount received into Lake from Sudbury River; Percentage of Rainfall collected, etc., 1852 to 1889; Water-shed of Lake, 12,077 Acres.

YEAR.	Amount of Water drawn from Lake.	Amount of Water wasted from Lake.	Amount received into Lake from Sudbury River.	STORAGE.		Total amount of Rainfall collected in Lake.	Daily average amount of Rainfall collected in Lake.	Rainfall.	Rainfall collected.	Percentage of Rainfall collected.
				Gain.	Loss.					
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Inches.	Inches.	Per cent.
1852 ¹	2,974,042,800	4,020,566,900	• • • • •	• • • • •	261,360,000	6,733,249,700	18,396,900	47.93	20.61	43.
1853	3,117,939,500	3,166,417,500	• • • • •	239,580,000	• • • • •	6,523,937,000	17,873,800	55.73	19.51	35.
1854	3,614,230,000	4,187,733,000	• • • • •	• • • • •	217,800,000	7,584,163,000	20,778,500	43.15	22.87	53.
1855	3,776,399,500	No account kept	• • • • •	• • • • •	326,700,000	• • • • •	• • • • •	34.96	• • • • •	
1856	4,409,787,600	"	• • • • •	598,950,000	• • • • •	• • • • •	• • • • •	40.80	• • • • •	
1857	4,644,990,000	10,625,900,000	• • • • •	32,670,000	• • • • •	15,303,560,000	41,927,600	63.10	46.69	74.
1858	4,689,155,000	1,934,500,000	• • • • •	• • • • •	141,570,000	6,482,085,000	17,759,000	48.66	19.46	40.
1859 ²	4,808,875,000	7,569,000,000	• • • • •	283,140,000	• • • • •	12,661,015,000	34,687,700	49.02	38.24	78.
1860	6,209,108,000	None.	• • • • •	174,240,000	• • • • •	6,483,348,000	17,714,100	55.44	19.40	35.
1861	6,639,095,900	3,377,559,000	• • • • •	• • • • •	1,459,260,000	8,557,394,900	23,444,900	45.44	25.45	56.
1862	6,059,000,000	33,200,000	• • • • •	1,306,800,000	• • • • •	7,399,000,000	20,271,200	49.69	22.36	45.
1863	5,927,052,500	2,165,696,500	• • • • •	762,300,000	• • • • •	8,855,049,000	24,260,400	69.30	26.88	39.
1864	6,105,306,700	1,368,746,000	• • • • •	• • • • •	1,848,577,000	5,625,475,700	15,370,200	42.60	18.35	43.
1865	4,621,630,000	1,688,120,700	• • • • •	743,242,500	• • • • •	7,052,993,200	19,323,300	49.46	20.50	41.
1866	4,463,585,000	None.	• • • • •	743,242,500	• • • • •	5,206,827,500	14,265,300	62.32	16.01	26.
1867	4,951,225,000	2,482,041,000	• • • • •	• • • • •	698,811,000	6,734,455,000	18,450,600	56.25	21.80	39.

1868		5,405,515,000	2,507,684,000		346,371,000		8,259,570,000	22,567,200	49.71	24.98	50.
1869		5,503,751,000	1,635,570,000		480,882,000		7,620,203,000	20,877,300	64.34	21.99	34.
1870		5,477,810,000	4,818,971,000			1,736,085,000	8,560,696,000	23,453,900	55.89	26.08	47.
1871		5,223,500,000	None.			250,933,000	4,972,567,000	13,623,500	45.39	15.16	33.
1872		5,775,151,200	None.	1,676,666,400	1,543,995,500		5,642,480,300	15,416,600	48.47	17.22	35.
1873		6,511,826,900	2,917,977,000			515,132,000	8,914,671,900	24,423,800	45.43	27.13	60.
1874		6,623,972,900	1,145,831,700			1,367,715,000	6,402,109,600	17,540,000	35.93	19.52	54.
1875		7,092,955,500	None.	2,555,800,000	1,222,885,000		5,760,040,500	15,780,900	45.49	17.57	39.
1876		7,277,175,200	1,619,243,800	2,528,300,000	43,438,000		6,411,557,000	17,517,900	48.49	19.54	40.
1877		7,626,889,200	1,484,978,600	1,894,350,000	378,727,000		7,596,244,800	20,811,600	43.80	23.17	53.
1878		7,743,904,700	3,341,875,000	2,668,300,000	219,789,000		8,637,268,700	23,663,700	53.58	26.34	49.
1879		6,051,838,900	1,523,361,400	411,300,000		1,322,697,300	5,841,203,000	16,003,300	38.01	17.81	47.
1880		4,284,147,100	65,577,700	826,700,000		146,265,000	3,376,759,800	9,226,100	35.83	10.30	29.
1881		2,846,459,700	2,231,016,700	187,600,000	468,089,400		5,357,965,800	14,679,400	41.09	16.34	40.
1882		3,935,490,600	1,358,543,700			357,334,700	4,936,699,600	13,525,200	40.29	15.05	37.
1883		4,731,227,700	162,361,800	1,245,100,000		334,400,000	3,314,089,500	9,079,700	31.20	10.11	32.
1884		4,533,156,450	1,842,837,100	1,416,300,000	1,340,436,700		6,300,130,250	17,213,450	45.57	19.21	42.
1885		4,091,674,900	1,006,622,800		8,594,800		5,106,892,500	13,991,500	43.66	15.57	36.
1886		4,432,536,100	3,116,283,200			360,662,000	7,188,157,300	19,693,600	46.97	21.92	47.
1887		4,802,120,700	3,658,652,900			763,205,000	7,697,568,600	21,089,200	41.58	23.47	56.
1888		4,968,503,100	4,229,200,000		959,309,000		10,157,012,100	27,751,400	56.93	30.97	54.
1889		5,570,423,600	3,373,929,000	233,400,000	454,766,800		9,165,719,400	25,111,600	50.23	27.95	56.
Averages		5,200,564,600	2,351,667,200				7,178,393,300	19,654,600	47.94	21.82	45.

¹ Observation of rainfall at Lake Cochituate commenced 1852, and these observations are assumed as correct for the whole district.
² Lake raised two feet.

Table showing the Average Monthly and Yearly Heights above Tide-marsh Level of the Water in the Lakes and Reservoirs of the Boston Water-Works.

MONTHS.	Reservoir No. 1. Flash boards. 159.29.		Reservoir No. 2. Flash boards. 167.12.		Reservoir No. 3. Stone crest. 175.24.		Reservoir No. 4. Flash boards. 215.21.		Farm Pond. High water. 149.25.		Lake Cochituate. High water. 134.36.		Chestnut-Hill Reservoir. High water. 124.00.		Brookline Reservoir. High water. 124.00.		Parker-Hill Reservoir. High water. 219.00.		Mystic Lake. High water. 7.00		Mystic Reservoir. High water. 147.00.		Fisher-Hill Reservoir. High water. 241.00.	
	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.
January . .	157.80	158.24	165.86	166.35	175.39	175.62	210.46	214.69	149.27	149.43	125.97	132.31	123.59	123.66	123.22	123.46	219.00		5.31	5.41	146.88	146.72	239.42	239.71
February .	158.00	157.92	166.22	166.12	173.19	175.43	212.93	214.54	149.29	149.72	126.40	132.51	123.65	123.61	123.28	123.37	219.00		5.22	5.53	146.95	146.84	239.20	239.64
March . . .	158.22	157.94	165.29	166.13	172.94	175.52	213.83	214.51	149.27	149.37	129.35	132.44	123.73	123.84	123.43	123.64	219.00		5.22	6.03	146.89	146.75	239.55	239.71
April . . .	158.23	157.97	166.21	166.55	175.55	175.58	214.85	214.52	149.25	149.35	130.60	133.19	123.81	123.85	123.56	123.67	219.00		5.86	6.31	146.76	146.69	239.42	239.76
May . . .	158.01	158.24	166.17	166.52	175.51	175.51	215.07	214.71	149.28	149.37	130.14	134.09	123.55	123.82	123.20	123.40	219.00		6.51	6.59	146.81	146.64	239.31	239.73
June . . .	158.39	158.88	166.81	166.01	175.13	175.47	215.13	214.76	149.25	149.45	129.09	133.71	123.82	123.75	123.64	123.56	219.00		6.61	6.58	146.54	146.56	239.46	239.44
July . . .	158.92	159.39	164.26	163.52	174.45	175.43	215.11	215.01	149.26	149.36	127.31	132.85	123.76	123.91	123.57	123.72	217.62		5.78	6.63	146.47	146.71	239.20	240.14
August . .	158.91	158.65	162.45	167.27	174.27	175.60	212.50	215.01	149.28	149.55	126.20	132.73	133.73	123.63	123.53	123.44	217.95		4.79	6.43	145.60	146.70	238.40	239.90
September,	159.29	157.81	164.26	167.04	175.43	175.34	212.80	215.09	148.31	149.41	126.42	130.75	123.75	123.56	123.57	123.35	218.15		5.11	6.32	144.83	146.59	239.08	239.65
October . .	157.52	158.00	167.41	164.50	175.69	175.41	215.20	214.77	148.19	149.50	127.91	131.23	123.43	123.54	123.27	123.35	218.09		6.22	6.31	140.42	146.60	239.77	240.41
November .	157.05	158.01	167.38	162.70	175.58	175.54	215.02	214.57	149.27	149.36	127.89	131.77	123.51	123.50	123.36	123.32	217.81		5.82	4.01	146.61	146.79	239.68	240.01
December .	157.39	158.17	166.52	166.27	175.59	175.70	214.57	214.66	149.42	149.46	130.30	132.99	123.41	123.58	123.22	123.37	218.09		5.28	5.66	146.68	146.69	239.46	240.31
Yearly averages {	158.14	158.27	165.74	165.75	174.89	175.51	213.96	214.74	149.11	149.44	128.13	132.55	123.65	123.69	123.40	123.47	218.48		5.61	5.98	146.45	146.69	239.33	239.87

Statement showing Amount of Water drawn from Mystic Lake; Amount wasted; Amount of Rainfall collected in Lake; Percentage of Rainfall collected, etc., 1876 to 1889; Water-shed of Lake, 17,200 Acres.

YEAR.	Amount of Water drawn from Lake.	Amount of Water wasted from Lake.	STORAGE.		Total amount of Rainfall collected in Lake.	Daily average amount of Rainfall col- lected in Lake.	Rainfall.	Rainfall collected.	Percentage of Rainfall collected.
			Gain.	Loss.					
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Inches.	Inches.	Per cent.
1876	3,230,101,300	6,369,774,700		32,583,000	9,567,293,000	26,140,100	47.00	20.49	43.6
1877	3,069,554,800	7,250,223,500		16,291,400	10,303,486,900	28,228,700	43.095	22.06	51.2
1878	3,367,490,400	8,718,547,600		26,000,000	12,060,038,000	33,041,200	54.065	25.82	47.8
1879	3,490,848,200	4,625,691,800		203,000,000	7,913,540,000	21,680,900	35.30	16.94	48.0
1880	3,692,195,700	2,158,761,200		113,500,000	5,703,756,900	15,584,000	34.42	12.21	35.5
1881	2,815,579,900	5,534,300,000	371,200,000		8,721,079,900	23,893,400	41.91	18.67	44.5
1882	2,570,896,700	4,444,668,000	15,000,000		7,030,564,700	19,261,800	39.165	15.05	38.4
1883	2,664,514,200	2,034,702,600		347,579,000	4,351,637,800	11,922,300	31.22	9.32	29.84
1884	2,469,761,000	6,574,003,800	380,600,000		9,424,364,800	25,749,600	44.39	20.18	45.46
1885	2,639,278,800	5,588,860,500		33,200,000	8,194,939,300	22,451,900	44.50	17.55	39.43
1886	2,862,947,500	7,743,258,900		28,400,000	10,577,806,400	28,980,300	45.56	22.65	49.71
1887	2,954,257,500	7,414,213,000		11,000,000	10,357,470,500	28,376,600	46.42	22.17	47.77
1888	3,205,121,100	11,334,593,100		6,000,000	14,533,714,200	39,709,600	56.745	31.12	54.84
1889	3,007,539,800	8,879,787,500	12,000,000		11,899,327,300	32,609,900	50.395	25.48	50.56
Averages	3,002,863,350	6,333,670,400			9,331,358,550	25,544,400	43.87	19.98	44.76

Statement of Operations at the Chestnut-Hill Pumping-Station for 1889.

1889.	Engine No. 1.		Engine No. 2.		Total amount pumped.	Daily average amount pumped.	Total amount of coal consumed.	Daily average amount of coal consumed.	Total ashes and clinkers.	Per cent. ashes and clinkers.	Quantity pumped per lb. of coal. No correction for heating and lighting.	Quantity pumped per lb. of coal. Corrected for heating and lighting.	Average lift in feet.	Duty in ft.-lbs. per 100 lbs. of coal.			Corrected for heating and lighting.	Actual.	From and at 129.							
	Total pump- ing time.	Amount pumped.	Total pump- ing time.	Amount pumped.										Without correction for heating and lighting.	Corrected for heating buildings.	Corrected for heating and lighting.										
																				Hrs.	Gallons.	Hrs.	Gallons.	Ft.-Lbs.	Ft.-Lbs.	Ft.-Lbs.
Months.	Hrs.	Min.	Gallons.	Hrs.	Min.	Gallons.	Lbs.	Lbs.	Lbs.	Feet.	Gallons.	Gallons.	Feet.	Ft.-Lbs.	Ft.-Lbs.	Ft.-Lbs.	Lbs.	Lbs.								
January	373	10	120,360,000	162	10	53,757,850	174,117,850	5,616,700	214,705	6,926	16,047	7.5	811.0	873.4	122.78	83,041,400	89,435,600	89,435,600	9.47	11.23						
February	510	15	170,303,500	.	.	.	170,303,500	6,082,300	198,564	7,092	14,428	7.3	857.7	933.2	123.28	88,182,400	95,942,500	95,942,500	9.72	11.52						
March	425	.	144,535,250	101	45	32,656,500	177,191,750	5,715,900	209,946	6,772	15,193	7.2	844.0	904.8	123.48	86,915,800	93,173,700	93,173,700	9.51	11.31						
April	.	.	.	511	50	162,530,250	162,530,250	5,417,700	189,852	6,328	13,517	7.1	856.1	898.0	122.92	87,762,200	92,062,500	92,062,500	9.67	11.52						
May	.	.	.	571	15	182,062,250	183,062,250	5,905,200	196,913	6,352	14,900	7.6	929.7	929.7	122.72	95,149,300	95,149,300	95,149,300	9.66	11.26						
June	209	50	70,932,750	349	55	112,940,750	183,873,500	6,129,100	195,862	6,529	14,702	7.5	938.8	945.4	122.35	95,794,200	95,794,200	96,464,800	9.75	11.30						
July	563	.	187,811,750	.	.	.	187,811,750	6,058,400	207,265	6,686	15,309	7.4	906.1	945.1	122.46	92,545,900	92,545,900	96,525,400	9.85	11.36						
August	551	30	188,040,100	.	.	.	188,040,100	6,065,800	212,773	6,864	16,040	7.4	883.8	925.3	122.87	90,562,000	90,562,000	94,818,400	9.71	11.22						
September,	545	.	189,435,725	.	.	.	189,435,725	6,314,500	214,604	7,153	18,309	8.5	882.7	931.2	123.15	90,661,900	91,296,500	95,678,700	9.70	11.26						
October	.	.	.	534	.	182,895,575	182,895,575	5,899,900	212,419	6,852	17,847	8.4	861.0	960.9	124.06	89,085,600	93,361,700	99,430,200	10.25	11.90						
November,	.	.	.	489	50	169,846,250	169,846,250	5,661,500	201,672	6,722	17,945	8.9	842.2	951.7	124.27	87,285,600	91,911,700	98,621,300	9.96	11.61						
December	438	15	152,121,470	65	.	22,695,825	174,817,295	5,639,300	208,176	6,715	19,253	9.2	839.8	953.2	124.18	86,970,400	91,927,700	98,730,300	10.13	11.88						
Totals and averages,	3616	.	1,223,540,545	2785	45	920,385,250	2,143,925,795	5,873,800	2,462,751	6,747	193,490	7.9	870.5	928.8	123.21	83,454,300	92,719,400	95,445,400	9.78	11.44						

Statement of Operations at the Mystic Pumping-Station for 1889.

1889.	ENGINE NO. 1.				ENGINE NO. 2.				ENGINE NO. 3.				Total amount pumped.	Gallons.	Daily average amount pumped.	Daily average amount of coal consumed.	Lbs.	Per cent. ashes and clinkers.	Quantity pumped per lb. of coal.	Average lift in feet.	Duty in foot-pounds per 100 lbs. of total coal.
	Total pumping time.		Amount pumped.	Total pumping time.		Amount pumped.	Total purping time.		Amount pumped.												
	Hrs.	Min.		Hrs.	Min.		Hrs.	Min.													
Month.	Hrs.	Min.	Gallons.	Hrs.	Min.	Gallons.	Hrs.	Min.	Gallons.	Hrs.	Min.	Gallons.	Lbs.	Per cent.	Gal.	Feet.	Lbs.	Per cent.	Gal.	Feet.	Lbs.
January				74	15	14,405,400	726	. . .	226,739,200	241,144,600	7,778,900	17,226	1,374	8.0	451.6	146.64	55,227,400				
February . . .	8	. . .	2,008,300	215	45	40,317,000	664	. . .	211,430,400	253,755,700	9,062,700	20,554	1,705	8.3	440.9	146.84	53,998,400				
March				30	15	6,024,900	721	30	228,019,200	234,044,100	7,549,800	16,371	1,388	8.5	461.2	146.18	56,223,200				
April							720	. . .	215,091,200	215,091,200	7,169,700	15,367	1,327	8.6	466.6	146.20	56,889,900				
May							744	. . .	237,824,000	237,824,000	7,671,700	16,274	1,290	7.9	471.4	146.43	57,569,300				
June				43	. . .	8,531,500	702	15	232,217,600	240,749,100	8,025,000	17,400	1,436	8.3	461.2	146.67	56,415,900				
July				62	30	11,868,600	737	30	245,913,600	257,782,200	8,315,600	17,887	1,474	8.2	464.9	146.82	56,924,900				
August		45	211,400	68	15	12,517,900	730	30	238,054,400	250,783,700	8,089,800	17,903	1,384	7.7	451.9	146.69	55,280,600				
September . . .	6	45	1,253,300	41	. . .	8,395,600	638	45	229,376,000	239,024,900	7,967,500	17,183	1,404	8.2	463.7	146.40	56,613,700				
October	100	45	16,443,900	177	45	34,971,600	577	45	185,574,400	236,989,900	7,644,800	17,371	1,325	7.6	440.1	146.39	53,730,600				
November . . .	308	30	55,266,000	484	45	91,173,800	235	15	72,960,000	219,399,800	7,313,300	17,817	1,324	7.4	410.5	146.42	50,125,100				
December . . .				27	. . .	4,922,600	736	. . .	226,457,600	231,380,200	7,463,900	15,597	1,087	7.0	478.6	146.40	58,430,100				
Totals and Averages }	424	45	75,182,900	1,224	30	233,128,900	7,993	30	2,549,657,600	2,857,969,400	7,830,000	17,222	1,374	8.0	454.7	146.51	55,554,200				

Rainfall in Inches and Hundredths on the Sudbury-river Water-shed for the Year 1889.

1889.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1		0.02		0.81				0.83		0.42		
2						0.975						
3				0.02				0.17			0.35	0.13
4						0.605	1.495			0.01		
5		0.32				0.34		0.50				0.155
6			1.125									
7	2.75						0.03			1.215		
8						0.115						
9	0.56	0.095						0.435				0.725
10					0.145	0.10				0.055	0.325	
11						0.03	0.22				0.08	0.225
12		0.29		0.035					1.125			
13				0.165	0.05					1.27	0.35	
14									0.875	0.19		0.475
15						0.145	1.515	2.035				
16		0.475										
17	0.655					0.435						
18		0.41	0.48	0.51								
19									1.64			0.70
20				0.185			1.025				1.49	
21	0.54			0.095	1.74				0.43	0.07		
22											0.52	0.255
23							0.535					
24	0.01							0.145				0.37
25					0.225							
26				0.04	0.275				0.235	0.035		0.04
27	0.855	0.045		1.55	0.51	0.025	2.03			0.82		
28			0.125								3.175	
29							0.185					0.065
30			0.035				1.00		0.25			
31			0.60				0.905			0.17		
Totals . .	5.37	1.655	2.365	3.41	2.945	2.80	8.94	4.175	4.605	4.255	6.29	3.14

Total rainfall during the year, 49.95 inches.
Being an average of two gauges, located at Framingham and Westboro'.

Rainfall in Inches and Hundredths on Lake Cochituate Water-shed for the Year 1889.

1889.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1				0.90				1.55		0.10		
2						1.35						
3		0.02		0.03				0.06			0.42	0.10
4						0.65	1.58					
5		0.25				0.16		0.27				0.11
6			0.93									
7	2.57						0.01			1.33		
8						0.17						
9	0.50	0.13						0.32				0.60
10					0.10	0.05		0.28			0.31	
11						0.03	0.16				0.03	0.18
12		0.23		0.01					1.50			
13				0.11	0.10						0.35	
14									0.80	1.61		0.24
15						0.30	1.50	1.92	0.18			
16		0.40										
17	0.59					0.43						
18		0.46	0.52	0.56								0.69
19									1.78			
20				0.15			1.28		0.16		1.54	0.01
21	1.10			0.15	2.25				0.07	0.06		
22											0.51	0.27
23							0.09					
24							0.03	0.17				0.37
25					0.21							
26					0.33				0.24			0.02
27	0.70	0.02		1.28	0.62		2.20			0.55		
28			0.13								2.63	
29										0.04		0.11
30			0.04		0.02				0.19			
31			0.63		0.01		2.25			0.16		
Totals . .	5.46	1.56	2.23	3.19	3.64	3.17	9.10	4.57	4.92	3.85	5.79	2.70

Total rainfall during the year, 50.23 inches.

Rainfall in Inches and Hundreds on the Mystic Lake Water-shed for the Year 1889.

1889.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1		0.01		0.855				0.805		0.11		
2						1.465						
3				0.075				0.155			0.475	0.09
4						0.31	1.155			0.015		
5		0.43				0.33		0.135				0.155
6			1.06									
7	3.215									0.70		
8						0.27						
9	0.395	0.13						0.395				0.645
10					0.06	0.11	0.01			0.015	0.34	
11						0.06	0.05				0.04	0.22
12		0.39		0.03					1.075			
13				0.22	0.065					1.205	0.355	
14								2.215	0.76	0.21		0.23
15					0.01	0.29	0.895		0.045			
16		0.405										
17	0.57					0.355	0.08					
18		0.47	0.435	0.55								
19									1.91			0.705
20			0.01	0.18			1.505				1.69	
21	0.63			0.03	3.075				0.395	0.075		
22											0.435	0.24
23							0.12			0.015		
24								0.215				0.46
25				0.01	0.275							
26					0.375				0.28			0.04
27	0.695	0.025		1.645	0.685	0.05	2.405			0.835		
28			0.165								2.315	
29				0.015		0.075	0.625			0.16		0.075
30			0.015		0.065				0.24			
31			0.60		0.03		1.61			0.25		
Totals . .	5.505	1.86	2.285	3.61	4.64	3.315	8.455	3.92	4.705	3.59	5.65	2.86

Total rainfall during the year, 59.395 inches.

Monthly Rainfall in Inches, during 1889, at Various Places in Eastern Massachusetts.

PLACE.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Lake Cochituate	5.46	1.56	2.28	3.19	3.64	3.17	9.10	4.57	4.92	3.85	5.79	2.70	50.23
Framingham	5.36	1.68	2.46	3.59	4.05	3.42	9.34	4.49	4.61	4.65	6.28	3.15	53.08
Westborough	5.38	1.63	2.27	3.23	1.84	2.18	8.54	3.86	4.60	3.86	6.30	3.13	46.82
Chestnut Hill	6.50	1.93	2.37	3.82	4.78	3.31	9.53	4.51	5.30	3.85	6.23	2.63	54.79
Mystic Station	5.13	1.82	2.21	3.59	4.56	3.27	8.10	4.18	4.61	3.47	5.06	2.80	48.80
Mystic Lake	5.83	1.90	2.36	3.63	4.72	3.36	8.81	3.66	4.80	3.71	6.24	2.92	51.99
Mystic Engine-House	5.57	1.80	2.25	3.65	4.64	3.43	8.58	3.62	4.86	3.88	5.83	2.83	50.99
Boston Pipe Yard	6.18	2.00	2.42	3.98	4.93	4.18	8.44	4.46	4.28	4.19	5.83	2.36	53.25
Cambridge Observatory	6.01	1.44	1.05	2.54	5.39	2.53	6.42	4.42	4.30	3.65	4.97	2.12	44.84
Waltham, Boston Manufacturing Co.	6.24	1.53	2.03	4.35	5.35	3.29	9.90	3.50	4.26	3.62	6.08	2.96	53.11
Lowell, Locks and Canals Co.	5.037	1.710	1.988	3.630	3.889	2.592	6.102	3.979	3.266	4.268	6.929	3.336	46.756
Lowell-Merrimae Manufacturing Co.	4.74	1.72	1.95	2.16	3.14	2.36	6.22	3.18	3.20	4.42	6.23	2.06	41.43
Average of twelve places	5.624	1.727	2.136	3.447	4.244	3.091	8.257	4.036	4.417	3.951	5.989	2.755	49.674

Rainfall Received and Collected, 1889.

MONTHS.	SUDBURY.			COCHITUATE.			MYSTIC.		
	Rainfall.	Rainfall collected.	Per cent. collected.	Rainfall.	Rainfall collected.	Per cent. collected.	Rainfall.	Rainfall collected.	Per cent. collected.
	Inches.	Inches.	Per cent.	Inches.	Inches.	Per cent.	Inches.	Inches.	Per cent.
January . .	5.37	4.963	92.42	5.46	4.50	82.45	5.505	4.51	81.84
February .	1.655	1.926	116.39	1.56	1.85	118.67	1.86	1.83	98.24
March . . .	2.365	2.388	100.95	2.28	2.08	91.48	2.285	1.60	70.18
April . . .	3.41	2.434	71.37	3.19	2.17	68.10	3.61	2.27	62.97
May	2.945	1.569	53.27	3.64	1.20	32.87	4.64	2.18	46.90
June	2.80	1.128	40.27	3.17	1.18	37.13	3.315	1.89	56.97
July	8.94	1.130	12.64	9.10	1.63	17.90	8.455	1.33	15.79
August . .	4.175	2.554	61.18	4.57	3.43	74.99	3.92	2.05	52.20
September .	4.605	1.422	30.87	4.92	1.79	36.38	4.705	1.06	22.51
October . .	4.255	2.194	51.57	3.85	1.91	49.57	3.59	1.21	33.73
November .	6.29	3.351	53.27	5.79	2.95	50.91	5.65	2.49	44.09
December .	3.14	3.997	127.30	2.70	3.26	120.85	2.86	3.06	107.02
Totals and averages }	49.95	29.056	58.17	50.23	27.95	55.64	50.395	25.48	50.56

Table showing the Temperature of Air and Water at Various Stations on the Water-Works.

1889.	TEMPERATURE OF AIR.						TEMPERATURE OF WATER.	
	Chestnut-Hill Reservoir.			Framingham.			Brookline Reservoir.	Mystic Engine-house.
	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Mean.	Mean.
January . . .	58.0	6.5	33.0	58.0	5.0	32.6	37.0	36.6
February . . .	47.0	-4.0	25.0	48.0	-5.0	24.2	36.9	36.3
March	63.5	19.0	37.0	62.0	18.0	37.3	38.5	36.5
April	80.0	28.0	47.5	79.0	26.0	48.0	47.2	45.3
May	91.5	37.0	60.6	93.0	36.0	61.1	60.6	63.2
June	88.0	45.0	68.4	90.0	45.0	69.0	67.6	68.7
July	89.0	50.5	69.7	88.0	50.0	70.3	72.7	74.6
August	86.0	46.0	67.0	84.0	45.0	66.8	71.0	72.9
September . .	85.0	38.0	63.1	83.0	37.0	62.4	66.8	68.3
October	75.0	27.0	47.9	72.0	26.0	47.6	54.5	54.8
November . .	65.5	17.0	43.1	65.0	17.0	43.3	46.8	47.0
December . . .	64.0	8.0	36.3	64.0	6.0	36.8	39.0	39.8

WATER REGISTRAR'S REPORT.

JANUARY 1, 1890.

OFFICE OF THE WATER REGISTRAR,
BOSTON, Jan. 1, 1890.

ROBERT GRANT, ESQ., *Chairman Boston Water Board*: —

SIR, — The annual report of the Water Registrar, as required by Sect. 9, Chap. 30, of the Revised Ordinances, is herewith submitted.

COCHITUATE WORKS.

The total receipts of the Cochituate Works for the year ending Dec. 31, '89, have been \$1,385,020 52

The detail of this amount is as follows: —

Received from sales of water furnished in 1890	\$14,590 75
Received from sales of water furnished in 1889	1,217,986 03
Received from sales of water furnished in 1888	125,161 52
Received from service-pipes and repairs	1,813 30
“ “ sale of old material	9,004 67
“ “ elevator, fire and motor pipes, ...	4,209 74
“ “ miscellaneous sources and labor	5,725 86
“ “ off and on water, for repairs, ...	1,729 50
“ “ off and on water, for non-payment	1,265 50
“ “ fees	1,675 25
“ “ rent of water-posts	785 00
“ “ rents	1,045 40
“ “ fines for waste	28 00
Total	<u>\$1,385,020 52</u>

MYSTIC WORKS.

The total receipts of the Mystic Works have been, during the year 1889 . . . \$319,244 87

The detail of this amount is as follows : —

Received from the sale of water in 1889,	\$298,306 43
“ “ “ “ 1888,	18,890 86
“ “ service and fire pipes . . .	952 48
“ “ off and on water, for repairs,	210 00
“ “ off and on water, for non-payment . . .	260 00
“ “ fees	255 50
“ “ rent of water-posts . . .	15 00
Add sundry receipts by Water Board . . .	354 60
Total	<u>\$319,244 87</u>

The percentage allowed the cities of Somerville, Chelsea, and town of Everett under contract is as follows : —

Somerville	\$50,141 83
Chelsea	36,538 29
Everett	9,943 10
	<u>\$96,623 22</u>

The expenditures of this department for the year 1889 are as follows : —

	Mystic.	Cochituate.
For salaries	\$8,660 05	\$31,342 00
Labor		7,267 62
Printing and stationery . . .	491 14	1,358 40
Travelling expenses	204 00	1,164 73
Postage, telephone, etc. . . .	367 28	80 43
Total	<u>\$9,722 47</u>	<u>\$41,213 18</u>

The estimated income from all sources from the Mystic and Cochituate departments for the year 1890 is . . . \$1,760,000 00

	Mystic.	Cochituate.
From water-rates . . .	\$328,000 00	\$1,402,000 00
“ all other sources . . .	2,000 00	28,000 00
Total	<u>\$330,000 00</u>	<u>\$1,430,000 00</u>

The total number of takers supplied by Cochituate works is	63,513
The total number of takers supplied by Mystic works is	21,437
The total number of meters now applied to premises of both Cochituate and Mystic works is	3,861

COCHITUATE WORKS.

The following table exhibits the classes of premises to which meters are attached, the amount of water consumed, and the revenue assessed, for the years 1888 and 1889 : —

CLASS OF PREMISES.	1888.		1889.	
	Quantity used. Cubic feet.	Amount assessed.	Quantity used. Cubic feet.	Amount assessed.
Hotels	31,875,000	\$39,227 70	34,168,000	\$42,318 00
Apartment Hotels	39,196,000	52,278 80	41,072,000	54,552 30
Business Premises	76,896,000	102,165 75	83,319,000	110,798 65
Steam Railroads	36,414,000	41,460 30	40,453,000	46,111 20
Sugar Refineries	26,804,000	25,990 40	22,545,000	20,377 60
Factories and Machine Shops	36,388,000	46,837 60	41,485,000	52,097 60
Iron Works and Foundries	6,705,000	8,294 80	3,250,000	4,165 30
Mills and Engines	2,346,000	3,179 70	1,778,000	2,403 80
Marble and Stone Works	2,505,000	3,230 00	3,074,000	3,914 90
Gas Companies	16,112,000	17,442 30	15,114,000	16,368 80
Breweries	13,993,000	17,214 60	12,831,000	15,898 40
Oil-Works	820,000	1,079 10	626,000	809 80
Chemical-Works	1,551,000	2,522 20	3,136,000	3,876 20
Laundries	1,252,000	1,629 60	1,595,000	2,040 10
Restaurants	6,867,000	9,277 30	8,983,000	12,010 47
Stables	15,523,000	20,724 90	18,001,000	24,073 50
Theatres and Halls	1,224,000	1,664 80	1,041,000	1,411 10
Hospitals	2,680,000	3,336 00	3,289,000	2,899 60
Schools	2,830,000	3,877 70	4,365,000	5,873 20
City, State, and Government Buildings .	11,226,000	15,211 80	11,818,000	14,727 00
Steamers and Shipping	9,015,000	11,536 14	12,701,000	16,573 34
Elevators and Motors	19,844,000	26,614 90	20,117,000	26,944 68
Electric-Light Companies	6,265,000	7,650 70	8,071,000	9,867 05
Miscellaneous	2,500,000	3,206 40	2,283,000	3,126 99
Total	370,831,000	\$465,653 49	395,115,000	\$493,239 58

MYSTIC WORKS.

The following table exhibits the classes of premises to which meters are attached, the amount of water consumed, and the revenue assessed, for the years 1888 and 1889 : —

CLASS OF PREMISES.	1888.		1889.	
	Quantity used. Cubic feet.	Amount assessed.	Quantity used. Cubic feet.	Amount assessed.
Steam Railroads	22,795,288	\$25,042 11	22,996,303	\$26,045 92
Horse Railroads	1,339,285	1,775 35	1,444,401	1,961 45
Hoosac Tunnel Dock and Elevator Co. .	908,459	1,271 85	1,268,000	1,619 50
City and Government Buildings	8,542,928	10,432 80	7,085,160	8,675 19
Schools	971,288	1,226 68	748,327	1,105 11
Stables	2,046,377	2,893 63	2,287,480	3,209 46
Factories	5,379,742	7,289 57	6,595,850	8,672 20
Chemical Works	1,231,000	1,516 20	1,234,000	1,504 80
Foundries	819,121	1,125 15	1,096,728	1,427 36
Breweries	967,360	1,220 50	999,020	1,267 83
Gas Companies	911,679	1,164 78	941,722	1,215 64
Mills and Engines	1,020,871	1,381 97	760,837	1,013 75
Hotels	619,961	829 79	618,976	852 06
Model Houses	543,474	760 77	590,974	836 46
McLean Insane Asylum	1,352,000	1,646 40	1,485,000	1,806 00
Slaughter-houses	5,632,261	6,820 71	8,381,000	10,002 80
Business Purposes	1,163,749	1,600 13	1,039,379	1,452 33
Wharves	665,542	902 35	961,415	1,284 81
Laundries	370,113	503 15	499,000	678 60
Elevators and Motors	480,917	667 38	482,000	656 00
Bakeries	466,781	660 79	457,455	629 62
Restaurants	106,794	158 91	65,000	91 00
Tanneries	986,056	1,247 28	879,472	1,125 46
Miscellaneous	2,819,411	3,742 53	2,376,821	3,179 84
Total	62,140,457	\$75,880 78	65,294,320	\$80,313 19

The quantity used through meters in the different districts was as follows : —

	1888.		1889.	
	Cubic feet.	Amount.	Cubic feet.	Amount.
Charlestown	40,622,593	\$48,236 59	39,615,783	\$47,735 51
Somerville	12,076,491	15,288 08	15,006,079	18,750 05
Chelsea	7,800,884	10,305 13	9,030,133	11,764 68
Everett	1,640,489	2,050 98	1,642,325	2,062 95
Total	62,140,457	\$75,880 78	65,294,320	\$80,313 19

The following table exhibits the yearly revenue from the sale of Cochituate water since its introduction into the city, October 25, 1848 : —

Received by Water Commissioners, as per

Auditor's report, in 1848	\$972 81
From January 1, 1849, to January 1, 1850	71,657 79
“ “ 1850, “ 1851	99,025 45
“ “ 1851, “ 1852	161,052 85
“ “ 1852, “ 1853	179,567 39
“ “ 1853, “ 1854	196,352 32
“ “ 1854, “ 1855	217,007 51
“ “ 1855, “ 1856	266,302 77
“ “ 1856, “ 1857	282,651 84
“ “ 1857, “ 1858	289,328 83
“ “ 1858, “ 1859	302,409 73
“ “ 1859, “ 1860	314,808 97
“ “ 1860, “ 1861	334,544 86
“ “ 1861, “ 1862	365,323 96
“ “ 1862, “ 1863	373,922 33
“ “ 1863, “ 1864	394,506 25
“ “ 1864, “ 1865	430,710 76
“ “ 1865, “ 1866	450,341 48
“ “ 1866, “ 1867	486,538 25
“ “ 1867, “ 1868	522,130 93
“ “ 1868, “ 1869	553,744 88
“ “ 1869, “ 1870	597,328 55
“ “ 1870, “ 1871	708,783 68
“ “ 1871, “ 1872	774,445 70
“ “ 1872, “ 1873	862,704 08
“ “ 1873, “ 1874	917,415 92

From January 1, 1874, to January 1, 1875 .	\$977,020	48
“ “ 1875, “ 1876 .	1,005,120	94
“ “ 1876, “ 1877 .	1,029,643	70
“ “ 1877, “ 1878 .	1,015,562	89
“ “ 1878, “ 1879 .	1,010,584	30
“ “ 1879, “ 1880 .	1,025,803	14
“ “ 1880, “ 1881 .	1,039,896	17
“ “ 1881, “ 1882 .	1,087,528	49
“ “ 1882, “ 1883 .	1,127,982	32
“ “ 1883, “ 1884 .	1,167,704	17
“ “ 1884, “ 1885 .	1,203,192	55
“ “ 1885, “ 1886 .	1,239,757	99
“ “ 1886, “ 1887 .	1,206,064	69
“ “ 1887, “ 1888 .	1,244,191	75
“ “ 1888, “ 1889 .	1,317,385	92
“ “ 1889, “ 1890 .	1,357,738	30

The following table exhibits the yearly revenue from the sale of Mystic water since its introduction, November 29, 1864 : —

From November 29, 1864, to January 1, 1866,	\$22,419	55
“ January 1, 1866, to January 1, 1867 .	46,447	69
“ “ 1867, “ 1868 .	56,532	04
“ “ 1868, “ 1869 .	89,758	21
“ “ 1869, “ 1870 .	105,948	98
“ “ 1870, “ 1871 .	176,769	57
“ “ 1871, “ 1872 .	203,824	88
“ “ 1872, “ 1873 .	237,926	25
“ “ 1873, “ 1874 .	257,983	15
“ “ 1874, “ 1875 .	269,868	22
“ “ 1875, “ 1876 .	310,672	92
“ “ 1876, “ 1877 .	291,992	98
“ “ 1877, “ 1878 .	286,590	18
“ “ 1878, “ 1879 .	283,439	89
“ “ 1879, “ 1880 .	270,599	82
“ “ 1880, “ 1881 .	273,735	24
“ “ 1881, “ 1882 .	230,856	78
“ “ 1882, “ 1883 .	251,928	53
“ “ 1883, “ 1884 .	260,011	91
“ “ 1884, “ 1885 .	265,921	04
“ “ 1885, “ 1886 .	276,557	60
“ “ 1886, “ 1887 .	249,609	62
“ “ 1887, “ 1888 .	293,018	65
“ “ 1888, “ 1889 .	306,637	22
“ “ 1889, “ 1890 .	317,197	29

The daily returns from the Service Divisions represent a total of 13,711 orders received during the year, as follows : —

Application for service-pipes	3,026
“ “ turning on water for first time	2,928
“ “ repairs in service-pipes	2,913
“ “ off and on water, for repairs	3,711
“ “ “ “ “ non-payment, ...	1,133
Total	<u>13,711</u>

HYDRAULIC MOTORS.

The total number of hydraulic motors now located is 113, being an increase of 19 during the year 1889. They are applied to a variety of business premises, church-organs, etc.

HYDRAULIC ELEVATORS.

The total number of hydraulic elevators established to date is 340, being an increase of 24 over the previous year. They are located principally in business premises and apartment-houses.

Table showing the Number and Kind of Water Fixtures contained within the Premises of Water-takers to January 1, 1890.

	Taps.	Sinks.	Bowls.	WATER CLOSETS.						Bath-tubs.	Wash-tubs.	Slop-hoppers.	Foot-tubs.	Urinals, Automatic.	Urinals, Plain.	Private Hydrants.
				Street Pressure.	Tank Pressure.	Hopper.	Waste.	Flush.	Flush Vaults.							
Wards 1, 2, 6, 7	1,443	19,835	5,140	5,572	4,928	35	106	4	48	1,244	1,126	37	16	862	195	15
Wards 8, 9, 10, 11, 12 . .	4,192	25,610	24,053	7,633	17,572	120	134	28	. . .	8,769	12,125	1,150	251	2,571	286	6
Wards 13, 14, 15, 16, 17 .	1,723	27,417	8,981	8,169	8,357	90	62	32	125	4,733	5,452	23	5	207	41	7
Wards 18, 19, 20, 21 . . .	3,127	21,914	15,805	7,198	12,168	9	23	50	7	8,334	12,842	131	44	184	30	3
Wards 22, 23, 24, 25 . . .	4,184	18,938	8,115	2,808	11,418	26	136	6	. . .	6,548	8,697	88	10	77	43	2
Totals	14,669	113,714	62,094	31,380	54,443	280	461	120	180	29,628	40,242	1,429	326	3,901	595	33
Charlestown District . .	1,506	11,245	2,231	3,495	2,895	8	27	109	. . .	1,170	1,302	10	6	86	53	43
Chelsea District	1,176	8,246	2,162	2,407	2,306	8	16	31	. . .	1,407	1,356	6	15	54	33	12
Somerville District . . .	2,407	10,518	3,469	2,668	4,429	17	35	18	. . .	2,991	2,578	18	9	44	29	6
Everett District	571	2,341	616	124	773		10	. . .	. . .	523	277		1	4	8	8
Totals	5,660	32,350	8,478	8,694	10,403	33	88	158	. . .	6,091	5,513	34	31	188	123	69

Respectfully submitted,
WM. F. DAVIS, Water Registrar.

REPORT OF THE SUPERINTENDENT OF THE WESTERN DIVISION.

SOUTH FRAMINGHAM, Jan. 1, 1890.

ROBERT GRANT, ESQ., *Chairman Boston Water Board*:—

SIR,—The annual report for the Western Division of the Boston Water-Works is submitted herewith.

SUDBURY-RIVER BASINS.

The rainfall during the past year has been about seven inches above the average, and the quantity of water has been abundant; the quality, also, has been excellent. Owing to the large volumes flowing in the different branches of the river, the basins have been frequently flushed, and a good circulation maintained throughout the entire system.

An abundant, though not excessive, growth of algæ, principally clathrocystis, was found in Basin 3 during the summer months, disappearing during the early part of September.

Much work of an experimental nature has been carried on during the past year, and surveys and investigations with reference to the building of a new basin have been prosecuted. A storehouse has been built in South Framingham, in which to store machinery and other property of the Division.

The above are the principal facts in regard to the Sudbury supply. A more detailed account will be found under each basin.

Basin 1.

On Jan. 1, 1889, the water was at elevation 158.11, and was wasting over stone crest of dam, and so continued until May 10, when it began to fall, reaching elevation 157.09, on May 14. It then began to rise, and the flash-boards were put on May 15. On May 21 the water began to waste over the tops of the flash-boards, and so continued, with the exception of May 28, until June 5, when the flash-boards were removed. Waste was then carried on over the stone crest

until June 12, when the flash-boards were again placed in position. On January 17 the water rose to the tops of the flash-boards, and began to waste over them. With the exception of two days in August, it has been necessary to waste water into the river during the whole of the rest of the year. On August 17 the flash-boards were removed. As no unusual freshets have occurred, the flood-gates have not been opened, excepting once or twice to lower the surface for facility in handling the flash-boards. The highest elevation reached during the year was on May 22 and 23, 159.68, and the lowest, 157.09, on May 14.

Water has been drawn from this source for the supply of the city between May 3 and May 17, and to Lake Cochituate, May 3 to May 13.

The daily flow of at least one and one-half millions of gallons per day has been passed into the river, in accordance with the law.

The usual amount of care has been given to the works around the basin.

Nothing has been done towards the repair of the 48-inch main.

Basin 2.

On Jan. 1, 1889, the surface of the water was at grade 166.26, and wasting over the stone crest, and so continued until May 9, when the flash-boards were put in place. The water then rose, and on May 22 was wasting, and so continued until June 5, when the flash-boards were removed. Waste was carried on over the stone crest until June 11, when the flash-boards were replaced. The water receded to elevation 162.18 on July 15, after which it rose, under the influence of abundant rains, and on July 31 was wasting over the flash-boards. This continued, with the exception of two days, until August 30, when the surface gradually fell about a foot, but again rose, and on September 12 water was running over the flash-boards, and so continued until October 3. The basin was then drawn down to 159.38, on November 2, and was kept at about elevation 160.00, until November 16, for the purpose of making certain repairs, after which it was allowed to rise, and the flash-boards removed, so that on November 20 water was wasting over the stone crest, and so continued during the remainder of the year.

The highest elevation reached was 167.59, on August 15, and the lowest, 159.38, on November 2.

The city is obliged, by contract with the town of Framingham, to maintain that portion of Fountain street where it

passes over the basin, for a distance of 1,187 feet. This piece of road was graded with a coating of gravel about four inches thick, during the year, and the fences repaired. The walls of the boat-house have been rebuilt.

Early in September there was a case of typhoid fever in Ashland, in the Scott house, near the Sudbury river, at the head of the basin.

As a matter of precaution the drawing of water from this source was stopped, and the supply changed to Basin 3.

A low dam was built around the premises and the contents of the vault disinfected. During the continuance of the fever the city took charge of the disinfecting of all excreta, and before the water was again drawn from the supply careful examination of the water was made by Dr. H. C. Ernst, of the Harvard Medical School, but no typhoid bacilli were found. The houses in the immediate vicinity have since been purchased by the Water Board, so that all danger of further pollution from this source has been removed.

The experiments on filtration begun in November, 1888, were completed early in the year. These experiments were made to determine the efficiency of the Warren system. A plant was erected at Basin 2. The results have been carefully tabulated, and a full report made upon the subject. The following data were collected: the date, the number of the experiment, the temperature of the water, the average head, the time of beginning and ending of each experiment, the quantity of water, the number of organism before and after filtration, the water used in cleaning, etc. Other experiments on this same subject have been carried on through other styles of filters at Chestnut-Hill reservoir, in continuation of this subject.

Water was drawn wholly from Basin 2, for the supply of the city, from January 13 to January 19, from April 25 to May 3, from May 17 to September 8, from December 23 to December 31, and partially from this source and partially from Basin 1 between May 3 and May 17, and partially from Basins 2 and 3 between January 1 and January 13, January 19 and April 25, October 18 and November 2, November 9 and December 23, and on December 31.

Basin 3.

On Jan. 1, 1889, this basin stood at elevation 175.60, and water was wasting over the stone crest. It continued to overflow during the rest of the year with the exception of a

few days; viz., September 8 to September 15, September 28 to October 7, November 17 and 18.

On September 8 the supply for the city was drawn wholly from this source, the algæ having almost entirely disappeared. This was continued until October 18. Between November 2 and November 9 the supply was also wholly from this source. At other times already specified the supply was partially from Basins 2 and 3.

The highest elevation reached during the year was 176.10, on November 29, and the lowest, 174.80, on September 30.

On April 24 a large amount of dirt was noticed on the screens at the Farm Pond gate-house, and this was traced to Basin 3. It was found that the bottom of the basin was full of matter in suspension, and in consequence the supply was shut off. At times of heavy wind this matter permeated the whole body of the water. A considerable amount of microscopical life was noticed in Basin 3 during the summer, but the facilities which we now have for studying these developments had not been perfected in time to make any special investigations. The dam, gate-house, and other portions of this basin are in good order. No work of any importance, beyond that of maintenance, has been done at this point during the year.

Basin 4.

On Jan. 1, 1889, the water stood at elevation 214.62, and was wasting over the stone crest of the overfall, and so continued during the greater part of the year. Between the following dates no water was allowed to escape: 7 A.M. to 5 P.M., March 12; May 15 to May 21; June 12 to July 8; July 12 to July 28; August 2 to August 6; September 4 to September 11. The highest elevation was 215.22, on July 8, and the lowest, 214.36, on August 4. The lower set of flash-boards were placed in position on March 12, and removed the same day. They were replaced on May 15, and removed June 5, and were in position between July 12 and October 13, with the exception of August 1 and 2. The upper set of flash-boards were in position between June 28 and July 27, and between September 4 and September 11.

The water in this basin has been very good during the greater part of the year.

On September 18 a muddiness was noticed in the brook, just below the dam, and at first caused some uneasiness, as it was thought to indicate a leak under the dam; but a more careful examination showed that the whole of the bottom of the basin below a certain depth was filled with muddy water,

distinctly cloudy in appearance even when examined in an ordinary sample-bottle. Early in October some biological and chemical examinations were made, to see if any light could be thrown on this matter. From the surface down to a depth of 30 feet the water was clear. At the depth of 35 feet the milky appearance was first noticed, and at 40 feet was quite marked. Chemical analysis, made especially for the purpose, failed to show much difference in the quality of the water at the surface and bottom. On October 14 the cloudy water began to rise, and on the following day was distributed uniformly through the basin, and in a few days disappeared entirely. This, in my opinion, was due to the changes in the temperature and the consequent turning over of the water, which is always noticed at this time of year. While it is impossible to make any certain diagnosis of this case, it seems to me probable that the dead organic matter settled to the bottom, and that at this great depth nitrification could not begin until temperature came to the relief and brought the material nearer the surface.

Tables of temperature, organisms, and analyses are on file in the laboratory.

The experiments which were made last year to determine the coefficients of the gates and the formula for the overflow have been tabulated and forwarded to the City Engineer.

Stone bounds have been placed around the Beatty land, at the head of the basin.

FARM POND.

On Jan. 1, 1889, the water in this pond stood at 149.25, which is high-water mark. The surface has been kept at about this elevation during the entire year. No water has been drawn from this source for the supply of the city, principally in order to avoid any danger from sewage contamination from the town of South Framingham.

The Framingham Water Company have pumped 59,500,000 gallons from Farm pond,—an average of 163,000 gallons daily.

During the past year the large circular screens have been removed from the gate-house. It was impossible to make them work satisfactorily. Their place has been taken by an inclined screen. The space in the floor has been covered with iron plates, to match other portions of the flooring.

The total amount of water wasted from Farm pond has been 172,500,000 gallons. The principal amount of this water was turned into the Sudbury river. The highest point

reached was 149.96, on March 7, and the lowest, 149.10, on March 10.

LAKE COCHITUATE.

On Jan. 1, 1889, the lake stood at grade 130.71, 3.65 feet below high water. The waste-gates at this time were opened, but closed the next day, after which the water rose to 132.74, on January 10. Waste at this time was begun, to prevent the lake from rising too high. On the 21st the water reached 132.95. The lake was kept at about 132.50 until March 27, when the gates were closed and waste stopped. On May 23, the lake having reached 134.36, water was wasted at various times until June 6, when the surface was 133.82. On August 3, the lake being then at 134.36, water was drawn off to permit work on the new dam to be started. After September 27, no waste occurred until November 28, when grade 132.41 was reached. On December 21, work having closed at the dam, the gates were shut and the lake allowed to fill. The yield of the lake was very large this year, due to the heavy rainfall.

Between May 3 and 13, 233,400,000 gallons were emptied from the Sudbury aqueduct into the lake through Course brook. We have wasted 3,374,000,000 gallons over the outlet dam during the year.

The gate-tender's house has been thoroughly renovated and repaired, and the grounds regraded.

The city has lost during the year the services of Richard Carroll, who for many years was in charge of the lake. He was widely known, and his death will be regretted by many beyond the limits of his own family.

On October 8, a case of typhoid fever upon the bank of Beaver-dam brook, in Framingham, one of the feeders of the lake, was reported, and the case was taken in hand. Disinfectants were used, and every precaution taken to prevent any drainage into the brook.

It was determined to let out the building of the new dam at the outlet of the lake by contract, and early in the season preparations were made for this work.

On August 14 a contract was signed with Thomas A. Rowe, and on the same day work was commenced. The coffer-dam and flume, which had been partially constructed by day's labor the previous season, were first completed.

On September 14 the contractor began the sinking of a pump-well into the quicksand which underlies the site of the dam to a considerable depth.

Three 6-inch pumps were required to keep the trench free from water. On October 11 the work of driving the eight-

inch sheeting was begun. Several piles were broken in driving, and withdrawn. Eleven of the piles were shod before they could be driven home.

On October 24 the concrete wall was begun, and before the close of the season this was carried up nearly to the surface of the ground. The work was then flooded, to protect the masonry from frost. This was an extremely difficult foundation to put in place, but the work is now in a condition to advance rapidly when resumed.

SUDBURY-RIVER AQUEDUCT.

This aqueduct is now divided into three portions: the first, or supply aqueduct, as it has been called, leading from Dam 1 to Farm pond; the Farm-pond aqueduct, through Farm pond; and the Sudbury aqueduct proper, extending from Farm pond to Chestnut-Hill reservoir. The first two portions have been called into requisition during the entire year. A considerable amount of vegetable growth collects in them, and they have required cleaning twice. This work has been done by means of a machine rigged with stationary brushes and propelled by the water.

The third portion of the aqueduct has been in service only 274 days, owing to the work of repairs to the Beacon-street tunnel. It has been cleaned twice, — once in January and once in August. It has carried to the city a total of 6,130,500,000 gallons, or a daily average of 16,795,900 gallons for the year, — a considerable decrease from last year.

In accordance with recommendations made in past years, the work of lining portions of the Beacon-street tunnel was begun. The greater part of the summer was spent in the work of preparation; a track had to be laid on trestles from the opening at the westerly end of the tunnel to Station 807 + 50, a distance of about three-fourths of a mile.

As the aqueduct could be thrown out of service only for four days at a time, the laying of this track was a tedious and costly item. During the last week in September the actual work of construction began. The lining is wholly of concrete. At the present time about 150 feet of arch has been put in place in the worst portion of the tunnel, where the rock had fallen about ten feet above the construction line. About 500 cubic yards of concrete have been laid. As this work is still in progress, an extended description will not be entered upon in this report.

COCHITUATE AQUEDUCT.

This aqueduct has been in constant service throughout the year, with the exception of four and one-half days, when cleaning was going on.

A depth of six feet was maintained from January 1 until August 2, at which time the flow was increased to six and one-half feet, and has been so continued until the present time.

CHESTNUT-HILL RESERVOIR.

A considerable amount of work has been done at this point during the year. Early in the season the completion of the grading and planting around the new pumping-station was entered upon. About 3,000 shrubs were planted. The new row of sheds was completed, slated, and underpinned. Having been built on an artificial embankment, it was thought wiser not to put in the foundation until the ground had settled. The old office was abandoned early in March, and new quarters established in the pumping-station. All of the gate-houses and other works around the reservoir are in good condition, with the exception of the driveway. As the stone-crusher has been moved to Newton Centre to work upon the tunnel, we have been unable to crush any stone for the driveway.

A biological laboratory was built during August and September. This little building has been designed wholly for study of the Boston water. Samples are collected from the various sources every week, and here systematically examined and recorded. Chemical analyses should be carried on at the same time, and it is hoped to add this feature to the work before another year passes. Bacteria culture should also be started. This is a most excellent piece of work, and I am confident that the results will justify the comparatively small expenditure for the maintenance of this laboratory. Experiments on filtration have been carried on at Chestnut-Hill reservoir during the year. Between July 11 and August 29, an apparatus was designed and put in operation to determine the efficiency of sponge as a filtering medium for removing the micro-organisms in the water. Filters of different sections and of different materials were also experimented upon for the same purpose. The results are on file. They have led to a more comprehensive series of experiments which your Board has ordered. This consists in applying the State Board of Health experiments at Lawrence to the Boston water. Six tanks, each .001 of an acre in area, have been built, and they will be filled with sand and gravel, and

treated to an intermittent and continuous flow of water. The chemical and biological results, under various rates and conditions of flow, will be closely watched. The work is done under the direction of the City Engineer. The usual meteorological and other observations have been made.

Owing to the completion of the Beacon-street widening and the construction of an electric road to the Chestnut-Hill reservoir, the beautiful grounds surrounding this sheet of water have been brought into public notice to such an extent during the past year that the resources of our present organization were often taxed to maintain order. On fine days and evenings in the summer, thousands of people came out from the city and strolled around the borders. An effort was made, and I think successfully, to keep out the unruly element which at first showed itself. It will be necessary to provide ample police protection for the reservoir.

A considerable portion of my time has been occupied during the year with the collection of data for a sanitary report on the Sudbury and Cochituate water, ordered by your Board. The names of all parties draining directly or indirectly into the water have already been reported, but the other portions of the report will not be completed in time to embody in the annual report. A special report will soon be made upon these subjects.

BROOKLINE RESERVOIR.

Everything in connection with this structure is in good order. About one-half the water used in Boston has been sent through the Brookline reservoir during the past year. The water has been of the usual good quality. No improvements have been made.

FISHER-HILL RESERVOIR

is in good condition. The grounds have been kept up to the usual standard. A table of rainfall at Chestnut-Hill reservoir is added to this report.

Very respectfully,

DESMOND FITZ GERALD,
Resident Engineer and Superintendent.

Table of Rainfall at Chestnut-Hill Reservoir for Year ending Dec. 31, 1889.

DATE.	Inches.	Snow or Rain.	Duration.	DATE.	Inches.	Snow or Rain.	Duration.
Jan. 6	3.97	Rain	12.05 a.m. to	Mar. 31	0.40	Snow and Rain	11.00 a.m. to midnight.
" 7			9.10 a.m.				
" 7	0.09	Showers.	9.45 a.m. to 8.45 p.m.	Total .	2.17		
" 9	0.45	Rain	11.50 a.m. to				
" 10			2.30 a.m.				
" 16	0.52	"	8.15 p.m. to	Apr. 1	1.04	Rain	midnight, Mar. 31, to
" 17			4.00 p.m.	" 2			3.30 a.m.
" 20	0.61	Snow and Rain	9.10 p.m. to	" 3	0.05	"	12.45 p.m. to 3.30 p.m.
" 21			10.30 a.m.	" 12	0.07	"	4.00 a.m. to 5.00 a.m.
" 27	0.86	"	7.15 a.m. to 11.50 p.m.	" 12	0.24	"	5.45 p.m. to
				" 13			8.30 a.m.
Total .	6.50			" 17	0.66	"	11.45 a.m. to
				" 18			6.45 p.m.
Feb. 5	0.22	Rain	10.10 a.m. to 1.30 p.m.	" 20	0.21	"	2.30 p.m. to 9.50 p.m.
" 5	0.26	"	4.50 p.m. to 8.30 p.m.	" 21	0.03	"	6.35 p.m. to 6.50 p.m.
" 8	0.13	Snow	8.40 p.m. to	" 25	0.03	"	5.15 p.m. to 7.00 p.m.
" 9			10.45 a.m.	" 26	1.66	"	3.45 p.m.
" 11	0.34	"	10.00 a.m. to	" 27			to
" 12			6.30 p.m.	" 28	0.03	"	3.30 a.m.
" 16	0.36	Rain	8.10 p.m. to	" 29			3.15 p.m. to 6.30 p.m.
" 17			5.00 a.m.				
" 18	0.58	"	8.45 a.m. to 9.00 p.m.	Total .	4.02		
" 27	0.04	Snow	2.00 p.m. to 10.30 p.m.				
Total .	1.93			May 10	0.05	Showers.	7.00 p.m. to 10.00 p.m.
Mar. 5	1.03	Rain	12.30 a.m.	" 13	0.09	Rain	6.45 p.m. to 11.00 p.m.
" 6			to	" 20	3.17	"	5.00 a.m. to
" 7			2.00 a.m.	" 21			2.00 p.m.
" 16	0.56	"	5.50 p.m.	" 25	0.34	"	2.40 a.m. to 4.00 a.m.
" 17			to	" 26	0.34	"	4.00 a.m. to 9.00 a.m.
" 18			11.50 p.m.	" 27	0.74	"	1.00 p.m. to
" 28	0.15	Snow and Rain	2.45 p.m. to 4.45 p.m.	" 28			12.30 a.m.
" 30	0.03	Snow	12.45 a.m. to 5.30 a.m.	" 30	0.05	"	11.30 a.m. to 12.10 p.m.
				Total .	4.78		

Table of Rainfall at Chestnut-Hill Reservoir. — Continued.

DATE.	Inches.	Snow or Rain.	Duration.	DATE.	Inches.	Snow or Rain.	Duration.
June 2	1.59	Rain	3.30 a.m. to 5.15 p.m.	Aug. 23	0.36	Rain	8.45 p.m. to
" 3	0.34	"	6.25 p.m. to	" 24			1.15 p.m.
" 4			9.30 a.m.	Total .	4.81		
" 5	0.47	"	11.00 a.m. to 1.30 p.m.	Sept. 11	1.35	Rain	1.00 a.m. to
" 8	0.21	"	9.30 a.m. to 7.30 p.m.	" 12			12.30 p.m.
" 10	0.06	"	6.15 p.m. to 8.00 p.m.	" 13	0.91	"	9.30 p.m. to
" 11	0.04	"	2.30 p.m. to 5.00 p.m.	" 14			11.00 a.m.
" 15	0.05	"	8.20 a.m. to 9.15 a.m.	" 14	0.10	"	7.30 p.m. to 11.45 p.m.
" 15	0.10	"	4.15 p.m. to 5.35 p.m.	" 15	0.01	"	1.45 p.m. to 2.05 p.m.
" 17	0.45	"	6.15 a.m. to 3.00 p.m.	" 15	0.01	"	11.00 p.m. to
Total .	3.31			" 16			1.00 a.m.
July 3	0.58	Rain	5.45 a.m. to 12.15 p.m.	" 18	2.23	"	4.00 a.m. to
" 4	0.23	"	3.20 p.m. to 7.15 p.m.	" 19			11.45 a.m.
" 11	0.06	"	6.30 a.m. to 10.15 p.m.	" 20	0.18	"	7.30 p.m. to
" 15	1.34	"	4.40 a.m. to 6.00 p.m.	" 21			3.00 a.m.
" 17	0.75	Showers	12.20 p.m. to 2.30 p.m.	" 21	0.06	"	12.45 p.m. to 1.30 p.m.
" 20	1.15	Rain	4.00 a.m. to 11.00 a.m.	" 26	0.25	"	2.00 a.m. to
" 23	0.32	Showers	12.10 p.m. to 4.15 p.m.	" 27			3.00 a.m.
" 24	0.03	Rain	1.30 p.m. to 2.15 p.m.	" 30	0.20	"	7.20 p.m. to midnight.
" 27	2.48	"	5.45 a.m. to 11.00 p.m.	Total .	5.30		
" 29	0.75	"	12.15 a.m. to 5.00 a.m.	Oct. 1	0.08	Rain	midnight, Sept. 30, to 1.30 p.m.
" 29	0.03	"	9.15 p.m. to 10.00 p.m.	" 6	0.71	"	4.35 p.m. to
" 30	1.01	"	3.10 p.m. to	" 7			11.30 a.m.
" 31			6.15 a.m.	" 12	1.47	"	7.00 p.m. to
" 31	0.50	"	2.10 p.m. to 5.30 p.m.	" 13			9.20 a.m.
Total .	9.23			" 14	0.35	"	12.30 p.m. to 10.00 p.m.
Aug. 1	1.47	Rain	1.30 a.m. to 11.00 a.m.	" 21	0.06	"	9.15 a.m. to 5.00 p.m.
" 1	0.51	"	1.15 p.m. to 4.00 p.m.	" 27	0.96	"	12.30 p.m. to
" 3	0.45	"	9.05 a.m. to 12.45 p.m.	" 28			6.30 a.m.
" 5	0.13	"	9.50 a.m. to 5.30 p.m.	" 28	0.05	"	11.00 p.m. to
" 9	0.29	"	7.50 p.m. to 11.50 p.m.	" 29			5.30 p.m.
" 13	1.60	"	11.40 a.m. to 5.45 p.m.	" 31	0.15	"	10.00 p.m. to midnight.
" 14			1.00 a.m. to 7.00 p.m.	Total .	3.83		

Table of Rainfall at Chestnut-Hill Reservoir. — Concluded.

DATE.	Inches.	Snow or Rain.	Duration.	DATE.	Inches.	Snow or Rain.	Duration.
Nov. 1	0.02	Rain	midnight, Oct. 31, to 7.30 a.m.	Dec. 5	0.13	Rain	4.45 p.m. to 11.30 p.m.
" 3	0.46	"	1.00 a.m. to 8.00 p.m.	" 8	0.58	"	6.30 p.m. to
" 9	0.36	"	6.30 a.m. to	" 9			10.30 a.m.
" 10			12.30 p.m.	" 11	0.20	"	8.15 a.m. to 2.15 p.m.
" 13	0.30	"	11.45 a.m. to 11.30 p.m.	" 14	0.36	Snow	1.15 p.m. to
" 19	2.08	"	2.00 p.m. to	" 15			3.00 a.m.
" 20			4.00 a.m.	" 17	0.53	Rain	11.45 p.m.
" 20	0.10	"	10.15 a.m. to 11.50 a.m.	" 18			to
" 20	0.05	"	9.45 p.m. to	" 19			8.30 a.m.
" 21			4.00 a.m.	" 22			11.30 a.m. to 6.15 p.m.
" 21	0.44	"	6.45 p.m. to	" 24	0.43	"	3.45 p.m. to
" 22			12.30 p.m.	" 25			4.15 a.m.
" 27	2.44	"	4.00 p.m. to	" 26	0.02	"	9.15 a.m. to 11.00 a.m.
" 28			1.15 p.m.	" 29	0.07	"	4.30 p.m. to 10.00 p.m.
Total .	6.25			Total .	2.66		
Dec. 3	0.09	Rain and Snow	8.00 a.m. to 5.15 p.m.	Total Rainfall for Year 54.79			

REPORT OF THE SUPERINTENDENT OF THE EASTERN DIVISION.

OFFICE OF SUPERINTENDENT OF EASTERN DIVISION,
BOSTON, Jan. 1, 1890.

ROBERT GRANT, ESQ., *Chairman Boston Water Board*:—

DEAR SIR,— The report of the Eastern Division for the year ending Dec. 31, 1889, is respectfully submitted:—

Distribution.— The distributing mains connected with the Cochituate works have been extended 23.7 miles, and 1.6 miles have been relaid with larger sizes.

The length of mains now connected with the works is 479.77 miles.

The 30-inch and 16-inch mains, for the supply of Charlestown from the Cochituate system, which were partially laid in 1888, have been completed by laying the pipes across Warren bridge with inverted siphons at the draw-opening.

The 6-inch line, for the supply of the almshouse on Long Island, was completed and placed in service on August 21. The total length of this main from Neponset to the buildings on Long Island is 31,355 feet, of which 17,670 feet were laid during the past season.

The 20-inch main for the improvement of the high-service supply in the city proper is practically completed. Owing to delay in receiving the wrought-iron pipe to be used in crossing the Boston & Albany R.R. bridge on Huntington avenue, the connections have not been made at this point, but within a few days the line will be completed and placed in service. The new main is 15,948 feet in length, and extends from the Parker-Hill reservoir in Roxbury to the Common, where it connects with the old 16-inch main.

For the improvement of the supply in Roxbury and Dorchester, a 16-inch main, 6,145 feet in length, has been laid in Heath, Centre, Amory, Atherton, and Washington streets, thence through Walnut park to Walnut avenue.

Hydrants.— Three hundred and twenty-two fire hydrants have been established, and one hundred and forty-five aban-

done, making a net increase of 177 during the year. The total number now connected with the system is 5,285.

In accordance with my recommendation in the last annual report, about 100 of the old pattern Boston hydrants have been replaced by hydrants of the Lowry and Post patterns. I recommend that this work be continued during the coming season.

Service-Pipes. — Two thousand and ninety-four services have been laid, with an aggregate length of 58,768 feet, and 231 services have been abandoned, making the net increase for the year of 1,863 services.

The setting of sidewalk stopcocks on the old service-pipes has been continued, and 4,183 stopcocks have been set. The total number set since the work was begun, in 1885, is 24,948.

High-Service Works. — The Chestnut-Hill Pumping-station has been completed. An incandescent electric-light plant of 108 lamps has been established, and also a machine-shop for use in repairing the machinery. At the new East Boston station the pumps were moved from the old to the new building early in the year and connected with the new boilers. The pumps have been painted and the grounds about the building graded. The grounds about the building at the Bellevue water-tower have been graded, and a driveway has been built from the tower to Bellevue street. The building has been kept open every afternoon during the summer, in order that visitors might enjoy the fine views which are obtained from this point. Efforts should be made to have Bellevue street, which has been accepted by the city, put in order, so that visitors may be able to reach the tower in carriages.

Pipe-Yards and Buildings. — At the Albany-street yard, a three-story brick stable, 40×110 , with accommodation for 28 horses, is nearly completed, and work has been commenced on a three-story brick building, 41×215 , to be used for shops and offices of this department.

Fountains. — The Massachusetts Society for the Prevention of Cruelty to Animals has presented to the city a circular granite fountain similar to the one erected in Custom House square in 1888, and it has been erected at the junction of Beacon street and Brookline avenue. The fountain formerly located at this point has been placed on West Chester park, near Westland avenue. Two fountains for

men have been erected in South Boston, — one on Broadway at Independence square, and one on Q street at the corner of Fifth street. Two fountains have also been erected in East Boston, — one in Belmont square, and the other on Neptune street, at the entrance to the Wood-Island park.

The total number of public drinking-fountains now in charge of this department is as follows : —

	For Men and Animals.	For Animals only.	For Men only.
Boston Proper	18	2	2
East Boston	4		2
South Boston	6		4
Roxbury	7	1	1
Dorchester	6	2	
West Roxbury	6		
Brighton	5		
	52	5	9

Water-Posts. — Thirty-four water-posts have been erected and one abandoned, making the number now in service 152, located as follows : —

	Put in during the Year.	Abandoned during the Year.	Number in Service.
Boston Proper	2		10
East Boston	6		8
South Boston	2	1	13
Roxbury	3		26
Dorchester	12		43
West Roxbury	7		34
Brighton	1		18
	33	1	152

Meters. — The meter division was merged in this division on Feb. 21, 1889. The total number of meters in service on Dec. 31, 1889, was 3,475 on the Cochituate works, and 386 on the Mystic works, — a total of 3,861, an increase of 341 during the year. The following tables show in detail the work done in this department, the meters in service, etc. : —

Meters in Service Jan. 1, 1890.

COCHITUATE DEPT.	6"	4"	3"	2"	1½"	1"	¾"	⅝"	½"	Total.
Worthington		8	21	96	81	517	395	131		1,249
B. W. W.							491			491
Crown	1	11	23	23	40	162	141	1,193		1,594
Tremont						3	21			24
Hersey			1	5	4	18	19	6		53
Ball & Fitts						5	6	7		18
Balance Valves							3			3
Frost					1	1	1		1	4
Thomson						1	2	3		6
Weir							2			2
Am. Frost							3			3
Star							3			3
Desper							2	3		5
Metropolitan							1			1
Totals	1	19	45	124	126	707	1,090	1,343	1	3,456

Meters Applied.

COCHITUATE DEPARTMENT.	4"	3"	2"	1½"	1"	¾"	⅝"	Total.
Worthington		3	9	12	40	91	29	184
Crown	2	6	3	8	12	15	165	211
B. W. W.						35		35
Hersey		1	3	4	12	1	3	24
Balance Valve						3		3
Totals	2	10	15	24	64	145	197	457

Meters Discontinued.

COCHITUATE DEPARTMENT.	4"	3"	2"	1½"	1"	¾"	⅝"	Total.
Worthington			4	2	10	6	10	32
Crown	2	3	1	1	2	5	48	62
B. W. W.						16		16
Tremont					1	4		5
Totals	2	3	5	3	13	31	58	115

Meters Purchased.

COCHITUATE DEPARTMENT.	4''	3''	2''	1½''	1''	¾''	⅝''	Total.
Worthington	...	2	4	4	28	85	1	124
Crown	1	5	1	10	14	37	160	228
Hersey	...	1	5	4	23	...	...	33
Totals	1	8	10	18	65	122	161	385

Meters in Service Jan. 1, 1890.

MYSTIC DEPARTMENT.	6''	4''	3''	2''	1½''	1''	¾''	⅝''	Total.
Worthington	...	8	3	31	4	73	50	19	188
B. W. W.	...	...	...	...	...	...	3	...	3
Crown	2	6	7	9	2	24	45	89	184
Tremont	...	...	...	...	...	2	...	...	2
Ball & Fitts	...	...	1	3	...	...	...	...	4
Hersey	...	...	...	...	...	5	...	...	5
Totals	2	14	11	43	6	104	98	108	386

Meters Applied.

MYSTIC DEPARTMENT.	4''	3''	2''	1½''	1''	¾''	⅝''	Total.
Worthington	...	...	3	...	3	...	1	7
Crown	...	1	1	...	2	5	6	15
Hersey	...	...	...	...	2	...	...	2
Ball & Fitts	...	...	1	...	...	...	...	1
Totals	...	1	5	...	7	5	7	25

Meters Discontinued.

MYSTIC DEPARTMENT.	4''	3''	2''	1½''	1''	¾''	⅝''	Total.
Worthington	...	...	3	...	3	...	3	9
Crown	...	...	...	...	2	2	9	13
Hersey	...	...	...	...	1	...	...	1
B. W. W.	...	...	...	...	...	1	...	1
Ball & Fitts	...	...	1	...	...	1	...	2
Totals	...	...	4	...	6	4	12	115

GENERAL STATEMENT FOR THE YEAR.

	COCHITUATE.			MYSTIC.		
	Meters.	Boxes.	Pipe.	Meters.	Boxes.	Pipe.
In service, Jan. 1, 1890 . .	3,456	. . .	. . .	386	. . .	. . .
New set	457	170	. . .	25	14	. . .
Discontinued	115	7	. . .	26	3	. . .
Changed	588	. . .	. . .	158	. . .	. . .
" location	24	. . .	. . .	3	. . .	. . .
Tested at shop	1,279	. . .	. . .	106	. . .	. . .
Repaired at shop	281	. . .	. . .	28	. . .	. . .
" " factory	31	. . .	. . .	9	. . .	. . .
" in service	293	23	12	102	24	3
Purchased	385	. . .	. . .	. . .	. . .	. . .
Reset	. . .	21	. . .	. . .	18	. . .

Meters sent to the Factory for Repairs.

	2"	1½"	1"	¾"	⅝"	Total.
Crown	1	. . .	1	5	19	26
Worthington	1	1	7	3	. . .	12
Hersey	. . .	. . .	1	1	. . .	2
	2	1	9	9	19	40

CAUSES FOR CHANGING METERS.

					Cochituate.	Mystic.
Piston-rod broken	.	.	.	.	5	
Lever worn	.	.	.	.	13	
Enlargement	.	.	.	.	24	2
Ordered out for examination	.	.	.	.	236	70
Gearing out of order	.	.	.	.	19	
Packing blown	.	.	.	.	12	
Hot water	.	.	.	.	12	1
Frozen	.	.	.	.	13	
Leaking	.	.	.	.	30	3
Clock broken	.	.	.	.	78	7
" defaced	.	.	.	.	9	
Carried forward,					451	83

	Cochituate.	Mystic.
<i>Brought forward,</i>	451	83
Taken out for test	54	67
Gearing broken	12	
Intermediate gearing worn out	9	
Piston-rod loose	2	
Crank broken	3	
Spindle stuck	8	
Lever off	3	
Stopped by dirt or rust	15	4
“ “ solder	5	
In exchange	3	
Stopped by fish	1	3
Repairing building	9	
Valve broken	1	
Spindle worn out	2	
Valve stuck	1	
Rust	4	
Fire	4	
Piston-head blown out	1	
Burst		1
	<u>588</u>	<u>158</u>

METERS REPAIRED IN SERVICE, AS FOLLOWS :—

	Cochituate.	Mystic.
Clock broken	59	26
“ defaced	13	8
“ out of order	3	16
Don't register	20	13
Leak at coupling	81	7
“ “ spindle	93	5
“ “ nipple	1	
“ “ stopcock	3	
“ “ packing	3	
“ “ joint	6	4
“ “ bunters	1	
Packing blown out	3	2
Ratchet broken	4	
Spindle stuck	1	
Intermediate gear out of order	2	
Stopped by fish		14
Stopped		7
	<u>293</u>	<u>102</u>

WASTE DETECTION.

The department of inspection and waste was abolished on Feb. 7, 1889, and no inspection was done until May 1, when the department was reorganized and placed under my charge. The force employed since that time has been ten inspectors and eighteen section men, under the direction of two assistants and one clerk.

The section men are employed in connection with the operation of the Deacon meters, and in discovering leaks by means of the sidewalk shut-offs.

The inspectors have made examinations of all premises where there were indications of waste, and in sections of the city where sidewalk stopcocks are not in use they have inspected the fixtures in all buildings. It is probable that by February 1 the inspection of the entire territory supplied will be completed. During the past eight months the following work has been done by the ten inspectors : —

Premises examined	38,174
Premises notified to repair defective fixtures	8,776
Premises reëxamined	8,542
Second notices to repair issued	1,166
Second reëxaminations made	1,446
Wilful waste notices issued	143
Fines collected	12
Services leaking in street on city pipes	67
Hopper water-closets not self-closing reported	43

The defective fixtures may be divided into the following classes : —

Ball-cocks	3,659
Water-closets	2,749
Faucets: sink, bowl, and bath-room	3,079
Stopcocks	18
Wilful wastes	143
Services burst inside buildings	623
“ “ outside buildings, for owner to repair	7
“ “ “ “ for city to repair	67

The number of Deacon waste-water meters in use is now 81. Seven new meters have been set during the year and the sections rearranged, so that at present the 168 sections supplied through the meters contain an estimated population of 381,700, the total population supplied by the works being

498,800. The following statement is condensed from the results obtained in the different sections, and shows the daily average consumption, and also the rate of consumption during the hours of 1 to 4 A.M., at the close of the season of 1888, and at the beginning and end of the season of 1889 :—

	Population.	1888.		1889.			
		2D READINGS.		1ST READINGS.		2D READINGS.	
		Daily consumption per head.	Night rate.	Daily consumption per head.	Night rate.	Daily consumption per head.	Night rate.
		<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Cochituate Works .	337,000	45.9	27.4	55.3	32.5	48.4	27.1
Mystic Works . . .	47,700	37.8	22.0	47.7	28.7	40.1	22.5

SUDBURY AND COCHITUATE WORKS.

Statement of Location, Size, and Number of Feet of Pipe laid in 1889.

NOTE.— B. indicates Boston; S.B., South Boston; B.H., Boston Highlands; Dor., Dorchester; W.R., West Roxbury; Bri., Brighton; Ch., Charlestown; L.I., Long Island; Win., Winthrop; Qui., Quincy.

In what Street.	Between what Streets.	District.	Size.	Length.
Beverly st. and Warren bridge	Causeway and City sq.	B. & Ch.	30	1,519
Warren ave.	City sq., Warren bridge	Ch.	"	289
	Total 30-inch			<u>1,808</u>
Warren bridge	At siphon	B.	20	130
Huntington ave.	Irvington and Parker	B. & B.H.	"	4,797
Huntington ave.	Irvington and Boylston	B.	"	1,315
Boston Common	Tremont and Boylston	"	"	912
Boylston	Charles and Huntington ave.	"	"	2,200
Huntington ave.	Parker and Tremont	B.H.	"	3,728
Wait	Tremont and Hillside ave.	"	"	741
Tremont	Huntington ave. and Wait	"	"	522
Hillside ave.	Wait and Sachem	"	"	213
Private way	Hillside and Parker Hill ave.	"	"	443
Parker Hill ave.	Near Reservoir lot	"	"	153
Parker-hill reservoir lot	Parker Hill and Fisher ave.	"	"	631
	Total 20-inch			<u>15,785</u>
Beverly street and Warren bridge	Causeway and City square	B. & Ch.	16	1,386
Washington	Atherton and West Walnut park	B.H.	"	349
Amory	Centre and New Atherton	"	"	1,929
Walnut park	Washington and Walnut ave.	"	"	1,287
Old Heath and Centre,	Parker and Amory	"	"	1,351
Huntington ave.	Longwood ave. and Tremont	"	"	456
New Atherton	Amory and Washington	B.H. & W.R.	"	1,229
Warren ave.	City square and Warren bridge	Ch.	"	289
	Total 16-inch			<u>8,276</u>
Audubon road	Agassiz road and Longwood entrance	B.	12	1,636
Beacon	Albany R.R. bridge and St. Mary st.	"	"	26
	Carried forward			<u>1,662</u>

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>	. .	. . .	1,662
M	Emerson and Fourth	S.B.	12	420
Eighth	L and N	"	"	1,016
Condor	At the New Pumping-Station	E.B.	"	7
Brooks	Opposite the Old Pumping-Station	"	"	16
Neptune	Bennington st. and Wood-Island park	"	"	1,332
Byron	Coleridge and the R.R. bridge	"	"	213
Saratoga	Butler ave. and Winthrop bridge	"	"	922
Seaver	Walnut and Elm Hill avenue	B.H.	"	2,008
Hutchins ave.	From Day	"	"	317
E. Chester park	Albany and Swett	"	"	668
Dewey	Blue Hill ave. and Danube	"	"	583
Elm Hill ave.	Warren and Wenonah	"	"	306
Parker	Smith and Huntington ave.	"	"	238
Blue Hill ave.	Schuyler and Columbia	B.H. & Dor.	"	1,506
Westville	Geneva ave. and Ditson		"	201
Savin Hill ave.	Dorchester ave. and Grampian way	"	"	1,679
Blue Hill ave.	Columbia and Harvard	"	"	2,433
Commercial	Neponset ave. and R.R. bridge	"	"	109
Morton	Norfolk and Wildwood	"	"	870
Codman	Carruth and O. C. R.R.	"	"	332
Angell	Blue Hill ave. and Canterbury	"	"	367
Norfolk ave.	Oakes and Franklin court	"	"	128
Ashmont	Ocean and Washington	"	"	268
Geneva ave.	Leroy and Josephine	"	"	222
Preston	Commercial and Mill	"	"	1,148
Blue Hill ave.	Norfolk and Fremont	"	"	416
Mill	Preston and Holmes place	"	"	596
Harvard	Standish ave. and N. Y. & N. E. R.R.	"	"	145
Dudley ave.	Birch and Bellevue ave.	W.R.	"	1,245
Florence	Sherwood and Brook	"	"	208
Weld	Willow and Westover	"	"	232
Selwyn	Hewlett and Knoll	"	"	191
Beech	From Anawan ave.	"	"	305
Corey	Corey ave. and Weld	"	"	57
	<i>Carried forward</i>	. .	. . .	22,366

Statement of Location, Size, etc. — Continued.

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>			22,366
Weld	Corey and Arnold	W.R.	12	311
Baker	Cypress and Hart	"	"	9
May	Pond and Centre	"	"	323
Everett	North Beacon and Vernon	Bri.	"	607
Nonantum	Washington and Newton line	"	"	60
Warren	Cambridge and Commonwealth ave.	"	"	75
Western ave.	North Harvard and Cambridge line	"	"	36
Bigelow	Faneuil and High	"	"	349
Sunderland road	Elm ave. and Lanark road	"	"	622
	Total 12-inch			<u>24,758</u>
Ferdinand	Columbus ave. and Fayette	B.	10	781
Tremont	Pleasant and Indiana place	"	"	662
Dalton	Falmouth and Belvidere	"	"	121
Belvidere	West Chester park and Dalton	"	"	84
Byron	Pope and Saratoga	E.B.	"	16
Medway	Adams and Huntoon	Dor.	"	413
Savin Hill ave.	Robinson's court and Grampian way	"	"	283
Sigourney	Robson and the entrance to park	W.R.	"	436
Bellevue	Oriole and Martin	"	"	337
	Total 10-inch			<u>3,133</u>
Tremont	Hollis and Pleasant	B.	8	515
Berkeley	Boylston and Marlboro'	"	"	823
State	Devonshire and Merchants' row	"	"	529
Dalton	Belvidere and Cambria	"	"	473
Providence	Berkeley and Church	"	"	746
Beacon	Charlesgate West and Kenmore	"	"	94
Bay State road	Beacon and Kenmore	"	"	352
Summer	Atlantic ave. and Gilbert pl.	"	"	560
Ward	Dorchester and Preble	S.B.	"	531
Broadway	D and Dorchester	"	"	1,898
Condor	At Pumping Station	E.B.	"	29
Liverpool	Maverick and Meridian	"	"	1,336
Gladstone	Park and Walley	"	"	839
	<i>Carried forward</i>			8,725

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>			8,725
Moore	Milton and Cowper	E.B.	8	252
Cowper	Moore and Short	"	"	320
Short	Cowper and Coleridge	"	"	251
Coleridge	Short and the water	"	"	786
Neptune	Bennington and Frankfort	"	"	377
Centre	Highland and Heath	B.H.	"	229
Fulda	" " Ellis	"	"	461
Day	Atwood and Hutchins ave.	"	"	219
Mozart, ...	Lamartine and Chestnut	"	"	282
Minden	Day and Walden	"	"	226
Brookford	Rand and Howard ave.	"	"	451
Argyle	Dorchester ave. and Wells ave.	Dor.	"	84
Neponset ave.	At the drawbridge	"	"	128
Huntoon	Medway and Butler	"	"	247
Sawyer ave.	Pleasant and Cushing	"	"	467
Woolson	From Wildwood	"	"	175
Beaumont	Adams and Carruth	"	"	366
Alban	Ashmont and Welles ave.	"	"	84
Dwinell	Weld and Worley	W.R.	"	208
Bourne	Spruce and Canterbury	"	"	138
Sycamore	Hawthorne and Poplar	"	"	148
Willow	From Weld	"	"	317
Walter	Symmes and Bussey	"	"	320
Temple	Ivory and Mt. Vernon	"	"	741
Berry	Canterbury and the cemetery	"	"	872
Selwyn	Walter and Knoll	"	"	695
Sedgwick	Elm and South	"	"	167
Whitford	Kittredge and Augustus ave.	"	"	37
Selwyn	Hewlett and Farquhar	"	"	217
Ashland	Canterbury and Berry	"	"	265
Knoll	Selwyn and Centre	"	"	246
Symmes	Walter and Fairview	"	"	271
Braintree	Everett and Franklin	Bri.	"	603
Bradbury	Mansfield and Franklin	"	"	202
	<i>Carried forward</i>			19,577

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>	<i>.</i>	<i>.</i>	19,577
Murdock	Sparhawk and North Beacon	Bri.	8	53
Franklin	Raymond and North Beacon	"	"	400
Beacon	Chestnut Hill ave. and Brookline line	"	"	696
Great Head		Win.	"	217
	Total 8-inch	<i>.</i>	<i>.</i>	20,943
Follen	St. Botolph and O. C. R.R.	B.	6	26
St. Botolph	West Chester park and Cumberland	"	"	60
Andrew	Canton and Dedham	"	"	248
Avon	Washington and Chauncy	"	"	187
Willard	Lowell and Leverett	"	"	112
Appleton	Tremont and Berkeley	"	"	204
Common	At Tremont	"	"	35
Scotia	Dalton and Bothnia	"	"	402
Irvington	Huntington ave. and O. C. R.R.	"	"	533
Cambria	Dalton and Bothnia	"	"	220
Parker	Boylston and Westland ave.	"	"	516
Beacon	Charlesgate West and Kenmore	"	"	158
Hammond terrace	Hammond and Smith ave.	"	"	253
Smith ave.	Kendall and Hammond terrace	"	"	15
Orange lane	Harrison ave. and Washington	"	"	254
Trinity place	From St. James st.	"	"	39
East Lenox	Fellows and Harrison ave.	"	"	186
Estes place	Summer and Aldine	"	"	7
Gilbert place	Summer and Aldine	"	"	30
Walnut place	Reed and Washington	"	"	62
I	Eighth and Ninth	S. B.	"	299
Mt. Washington ave.	Granite and the bridge	"	"	304
Burrill place	From I.	"	"	225
Vicksburg	Second and Third	"	"	214
Street	From K	"	"	281
Sleeper	From Congress ave.	"	"	583
Fifth	G and I	"	"	331
Condor	At Pumping-Station	E. B.	"	27
	<i>Carried forward</i>	<i>.</i>	<i>.</i>	5,811

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>			5,811
Pope	Saratoga and Curtis	E.B.	6	298
Milton	Moore and Byron	"	"	60
Wordsworth	Coleridge and Cowper	"	"	188
Morris	Brooks and Putnam	"	"	370
Putnam	Chelsea and Bremen	"	"	196
Merton pl.	Centre and Eaton court	B.H.	"	159
Vine	Forest and Mt. Pleasant ave.	"	"	12
Thwing terrace	From Highland	"	"	31
Southwood	Blue Hill ave. and Edgewood	"	"	24
Schuyler	Maple and Elm Hill ave.	"	"	554
Oak View ave.	From Marcella	"	"	120
Gurney	Tremont and Parker	"	"	176
Moreland	From Dennis	"	"	186
Valentine	Thornton and Fulda	"	"	17
Gaston	Blue Hill ave. and Warren	"	"	390
Roxbury terrace	From Roxbury	"	"	179
Cedar park	From Cedar	"	"	72
Gay Head	From Centre	"	"	259
Bolster	Wyman and Mozart	"	"	104
Devon	Warren and Blue Hill ave.	"	"	173
Conant	Huntington ave. and Whitney	"	"	69
Street	From St. Mary	"	"	224
Smyrna	Brookline ave. and Binney	"	"	142
Grotto glen	From Day	"	"	129
Cary	Terry and Riverside	"	"	48
Kensington	Bainbridge and Elmore	"	"	149
Minden	Bickford and Posen	"	"	156
Dacia	Dewey and Brookford	"	"	293
Sunnyside terrace	Centre and Westerley terrace	"	"	185
Dunreath	Warren and Aspen	"	"	275
Elmore	Washington and Mayfair	"	"	323
Townsend	Walnut ave. and Humboldt ave.	"	"	548
Westerley terrace	Centre and Sunnyside terrace	"	"	432
Mahan ave.	Hampshire and Downing	"	"	231
	<i>Carried forward</i>			12,588

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>	. . .	. . .	12,588
Savin	Tupelo and Blue Hill ave.	B.H.	6	57
Auburn pl.	From Auburn	"	"	84
Oak Grove terrace . .	Ruggles and Auburn pl.	"	"	20
Walnut park	Washington and Walnut ave.	"	"	12
Glendale	Columbia and Glen	Dor.	"	48
Harlow	Howard and Brook ave.	"	"	146
Mt. Everett ave. . . .	Quincy and Hamilton ave.	"	"	99
Mt. Bowdoin terrace .	From Eldon	"	"	239
Everton	Olney and Geneva ave.	"	"	117
Street	Sanford and River	"	"	652
Boutwell ave.	Neponset ave. and Fairview	"	"	272
Westcott	From Park	"	"	68
Grampian way	Savin Hill ave. and Rockland ave.	"	"	378
Rockland ave.	Savin Hill ave. and Grampian way	"	"	287
Ocean	Welles ave. and Roslin	"	"	251
Neponset ave.	Taylor and the bridge	"	"	173
South side park . . .	From Ashmont	"	"	371
Beale	Carruth and O. C. R.R.	"	"	319
Randolph terrace . .	Beale and Van Winkle	"	"	302
Highland ave.	From Minot	"	"	60
Malvern	Adams and Milton	"	"	165
Whitman	From Norfolk	"	"	274
Alexander ave.	Lebanon and Wayland	"	"	579
Bellevue terrace . . .	From Quincy	"	"	228
Brent	Washington and Carlisle	"	"	52
Lauriat	Lauriat ave. and Chapman ave.	"	"	360
Mill	Preston and Ashland	"	"	323
Chapman ave.	Lauriat and Birch	"	"	378
Herbert	Park and Clarence place	"	"	96
Wales	Blue Hill ave. and Harvard	"	"	23
Tucker	Lauriat ave. and Chapman ave.	"	"	429
Ashmont park	From Ashmont	"	"	233
Wrentham	Ashmont and Dorchester ave.	"	"	695
Birch	Chapman and Lauriat ave.	"	"	114
	<i>Carried forward</i>	. . .	. . .	20,492

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>			20,492
Roach	From Dorchester ave.	Dor.	6	127
Dyer	Evans and Capen	"	"	217
Wildwood	Morton and Woolson	"	"	640
Folsom	From Dudley	"	"	84
Bertram	From Neponset ave.	"	"	449
Laurel	From Norfolk	"	"	472
Davidson pl.	From Richfield	"	"	33
Robinson court.	From Savin Hill ave.	"	"	206
Selden	Nelson and Capen	"	"	180
Narragansett	Minot and Chickatawbut	"	"	285
Tileston ave.	Blue Hill ave. and Mattapan ave.	"	"	333
Marshfield	Batchelder and Clifton	"	"	83
Auckland	From Savin Hill ave.	"	"	48
Coolidge ave.	From Bernard	"	"	48
Faulkner	Dorchester ave. and Trowbridge court	"	"	38
Trowbridge court.	From Faulkner	"	"	138
Wentworth	From Norfolk	"	"	36
Middleton	From Norfolk	"	"	151
Beaumont	Carruth and Berkshire	"	"	244
Berkshire	Beaumont and Westmoreland	"	"	37
Gordon place	From Adams	"	"	143
Street	From Dorchester ave.	"	"	124
Josephine	Geneva ave. and Ditson	"	"	242
Blakeville	From Olney	"	"	194
Clark	Quincy and Hamilton ave.	"	"	289
Street	From Rosseter	"	"	137
Danube	Brookford and Dewey	"	"	288
Darling	Southern ave. and Norfolk	"	"	192
Nonquit	From Dudley	"	"	290
Englewood	From Hillsdale	"	"	163
Leeds	From Savin Hill ave.	"	"	108
Vaughn court.	From Geneva ave.	"	"	48
Humphrey sq.	Humphrey and Dudley	"	"	146
Prior pl.	From Richfield	"	"	206
	<i>Carried forward</i>			26,911

Statement of Location, Size, etc. — *Continued.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>			26,911
Franklin pl.	From Norfolk ave.	Dor.	6	12
Hawthorne	Florence and Sycamore	W.R.	"	131
Corey ave.	Corey and Weld	"	"	501
Marion	From Florence	"	"	331
Maple ave.	From Corey	"	"	273
Sycamore	Florence and Ashland	"	"	526
Metropolitan ave.	From Washington	"	"	229
Paul Gore	Chestnut ave. and Centre	"	"	569
Crosby sq.	From Call	"	"	27
Henshaw	From Centre	"	"	478
Westover	From Weld	"	"	324
Sutton	Berry and Gilman	"	"	339
Huntington ave.	Canterbury and Richards ave.	"	"	50
Johnston	From Jamaica	"	"	268
Rockview	Spring Park and Enfield	"	"	243
Brooks	Ridge and Sycamore	"	"	36
Child	Lee and Centre	"	"	518
Custer	Goldsmith and Ballard	"	"	60
Brookfield	From South	"	"	202
Knoll	Walter and Selwyn	"	"	681
Bailey	From Washington	"	"	250
Street	From Oak Dale	"	"	103
Magnolia	From Washington	"	"	211
Augustus ave.	Whitford and Cross	"	"	372
Cross	From Augustus ave.	"	"	319
Carl	Kirk and Houston	"	"	28
Houston	From Carl	"	"	236
Allen	From Anawan ave.	"	"	191
Goldsmith	Centre and Custer	"	"	108
Egleston	Boylston and School	"	"	299
Carey	From Forest Hills Cemetery driveway	"	"	159
Cornauba	From Brown ave.	"	"	195
Garden	Brown ave. and Sherwood	"	"	109
Johnson	Ashland and Ballinakill	"	"	32
	<i>Carried forward</i>			35,321

Statement of Location, Size, etc.—*Concluded.*

In what Street.	Between what Streets.	District.	Size.	Length.
	<i>Brought forward</i>			35,321
Ballinakill	Johnson and Baker	W.R.	6	213
Arthur	Weld and Dunbar	"	"	878
Worley	Dwinell and Weld	"	"	466
Yale	Wachusett and Weldon	"	"	198
Meehan pl.	Green and Union ave.	"	"	157
Street	From Gardner	"	"	397
Yart	From Baker	"	"	140
Kingsley	North Harvard and Rena.	Bri.	"	225
Dustin	Cambridge and North Beacon	"	"	350
Mansfield	Cambridge and Bradbury	"	"	373
Webster ave.	From Cambridge	"	"	96
Everett sq.	Raymond and Raymond	"	"	214
Riverdale	Raymond and Western ave.	"	"	160
Hill ave.	From Mansfield	"	"	36
Pomeroy	Saunders and Guilford	"	"	147
Saunders	Guilford and Pomeroy	"	"	129
Elm ave.	Sunderland road and Englewood ave.	"	"	309
Englewood ave.	Elm ave. and Brookline line	"	"	158
Linden	Brighton and Commonwealth ave.	"	"	237
I ratt	Linden and Ashford	"	"	36
Blaine ave.	From Braintree	"	"	366
Hancock	Boston Line and Atlantic	Qui.	"	1,570
Atlantic	Hancock and Squantum	"	"	3,162
Squantum	Atlantic and Huckins ave.	"	"	5,822
Moon Island	On the beach	"	"	68
Huckins ave.	Squantum and Bellevue ave.	"	"	630
Long Island	On Long Island	L.I.	"	6,920
	Total 6-inch			58,778
Harrison ave.	Dudley and Warren pl.	B.H.	4	81
Bower Park	From Bower	"	"	128
Bickford ave.	From Heath	"	"	64
	Total 4-inch			273

SUDBURY AND COCHITUATE WORKS.

Statement of Location, Size, and Number of Feet of Pipe
Relaid and Abandoned in 1889.

In what Street.	Between what Streets.	District.	Size.	Length Abandoned.	Size of Pipe as Relaid.
Warren	Edgewood and Bower	B.H.	12	388	12-in.
Parker	Smith and Huntington ave.	"	12	238	
	Total 12-inch			626	
Saratoga	Butler ave. and Winthrop bridge	E.B.	10	922	12
	Total 10-inch			922	
Brooks	At Pumping-Station	E.B.	8	122	8
Warren	Edgewood and Dale	B.H.	"	657	
Cambridge	Opposite Pumping-Station	Bri.	"	108	
Great Head		Win.	"	167	
	Total 8-inch			1,054	
Ferdinand	Columbus ave. and Fayette	B.	6	731	10
Tremont	Pleasant and Indiana place	"	"	662	
Temple	Mt. Vernon and Derne	"	"	332	8
Tremont	Hollis and Pleasant	"	"	200	
Broadway	D and Dorchester	S.B.	"	1,898	12
Eighth	L and M	"	"	1,016	
H	Broadway and Fourth	"	"	193	8
Liverpool	Maverick and Meridian	E.B.	"	1,336	
Eliot square	Centre and Highland	B.H.	"	126	12
Columbia	Hancock and Davenport ave.	Dor.	"	194	
Columbia	Glendale and Sayward	"	"	203	8
Cambridge	Opposite Pumping-Station	Bri.	"	108	
	Total 6-inch			7,049	
Willard	Lowell and Leverett	B.	4	112	6
Parker	Boylston and Westland ave.	"	"	337	
Cornhill court	From Washington	"	"	40	6
Orange lane	Harrison ave. and Washington	"	"	254	
Ward	Dorchester and Preble	S.B.	"	531	8
Edgewood	Warren and Blue Hill ave.	B.H.	"	977	
Roxbury terrace . . .	From Roxbury	"	"	179	6
	Total 4-inch			2,430	

SUDBURY AND COCHITUATE WORKS.

Pipes Lowered.

In what Street.	Between what Streets.	District.	Size.	Length.
Harvard	Wales and Bicknell	Dor.	12	386
Sanborn ave.	From Harvard	"	6	95
Murdock	Sparhawk and North Beacon	Bri.	8	350

Table showing the Length of Supply and Distributing Mains laid during the Year 1889, and the Length connected with the Sudbury and Cochituate Works, January 1, 1890.

	DIAMETER OF PIPE IN INCHES.													Totals.	
	60	48	40	36	30	28	24	20	16	12	10	8	6		4
EASTERN DIVISION.															
Length in use Jan. 1, 1889		25,571	23,054	20,844	51,743	244	47,683	43,478	59,137	684,417	29,450	257,026	1,017,177	128,214	2,388,038
Stopcocks in same		1	7	12	22		42	31	88	1,017	29	470	2,556	607	4,882
Length laid or relaid during the year					1,808			15,785	8,276	24,758	3,133	20,943	58,778	273	133,754
Stopcocks in same							1	4	6	42	3	35	172	14	277
Length abandoned during the year										626	922	1,054	7,049	2,430	12,081
Stopcocks in same										3		4	14	7	28
Length in use Jan. 1, 1890		25,571	23,054	20,844	53,551	244	47,683	59,263	67,413	708,549	31,661	276,915	1,068,906	126,057	2,509,711
Stopcocks in same		1	7	12	22		43	35	94	1,056	32	501	2,714	614	5,131
WESTERN DIVISION.															
Length in use Jan. 1, 1890	266	16,051	1,435	1,166	2,140				20	2,043			360		23,481
Stopcocks in same		5		3					2	4			2		16
Total length connected with Works Jan. 1, 1890	266	41,622	24,489	22,010	55,691	244	47,683	59,263	67,433	710,592	31,661	276,915	1,069,266	126,057	2,533,192 ft. equal to 479.77 miles.

SUDBURY AND COCHITUATE WORKS.
Statement of Hydrant, Blow-off, and Reservoir Pipe, January 1, 1890.

	16 inches.	12 inches.	9 inches.	8 inches.	6 inches.	4 inches.	Totals.
Total length in use Jan. 1, 1889	272	6,908	3,139	28	10,852	12,578	33,777
Length laid or relaid during the year		5			1,450	218	1,673
Length abandoned during the year		13	61		61	1,378	1,513
Total length in use Jan. 1, 1890	272	6,900	3,078	28	12,241	11,418	33,937

SIZE OF SERVICES.	BOSTON.		SOUTH BOSTON.		EAST BOSTON.		BOSTON HIGHLANDS.		DORCHESTER.		WEST ROXBURY.		BRIGHTON.		TOTALS.	
	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.	Number of Services.	Length in Feet.
6-inch laid	2	64	.	.	.	.	.	.	.	.	.	.	.	.	2	64
4 "	27	545	2	39	1	60	.	.	.	.	.	.	.	.	30	644
3 "	21	508	1	17	.	.	2	62	.	.	.	.	.	.	24	587
2 "	4	123	.	.	.	.	1	21	.	.	.	.	2	39	8	192
1½ "	18	574	.	.	1	51	4	98	1	0	.	.	.	.	24	723
1½ " abandoned	7	210	.	.	.	.	.	.	.	.	.	.	.	.	7	210
1¼ " laid	8	384	.	.	.	.	2	57	.	.	.	.	1	16	11	457
1 "	56	1,663	8	256	.	.	14	402	5	129	3	84	2	51	88	2,585
1 " abandoned	10	300	.	.	1	7	.	.	.	.	.	.	.	.	11	307
¾ " laid	40	1,242	4	127	1	20	26	802	8	222	1	20	3	57	83	2,490
¾ " abandoned	8	240	.	.	.	.	2	34	.	.	1	48	.	.	11	322
5 " laid	164	5,307	120	3,314	191	5,779	423	11,026	424	12,474	310	7,884	192	5,242	1,824	51,026
5 " abandoned	131	3,930	28	840	8	240	12	347	7	219	1	15	3	61	190	5,652
½ "	.	.	5	141	2	60	5	125	.	.	.	.	.	.	12	326
Total laid	340	10,410	135	3,753	194	5,910	472	12,468	438	12,825	315	7,997	200	5,405	2,094	58,768
" abandoned	156	4,680	33	981	11	307	19	506	7	219	2	63	3	61	231	6,817
Net increase	184	5,730	102	2,772	183	5,603	453	11,962	431	12,606	313	7,934	197	5,344	1,863	51,951

SUDBURY AND COCHITUATE WORKS.

Three hundred and twenty-two hydrants have been established and 145 abandoned during the year 1889.

	Boston Lowry.	Post.	Lowry.	Boston.	Total.	Boston Lowry.	Post.	Lowry.	Boston.	Total.	Net Increase.
Boston	10	36	56	1	103	1	..	..	85	86	17
South Boston	1	9	7	..	17	1	1	..	9	11	6
East Boston	5	12	8	..	25	1	1	..	12	14	11
Boston Highlands	9	18	4	2	33	2	..	1	8	11	22
Dorchester	26	41	5	1	73	4	..	7	2	13	60
West Roxbury	21	20	..	2	43	4	1	..	2	7	36
Brighton	7	9	1	..	17	2	..	..	1	3	14
Quincy	..	7	..	..	7	..	..	..	..	..	7
Long Island	..	4	..	..	4	..	..	..	..	..	4
	79	156	81	6	322	15	3	8	119	145	177

Total Number of Hydrants in Use January 1, 1890.

	Boston Lowry.	Boston Y.	Post.	Lowry.	Boston.	Total.
Boston	65	..	184	635	568	1,452
South Boston	17	1	71	195	275	559
East Boston	23	..	67	135	143	368
Boston Highlands	44	..	100	656	113	913
Dorchester	136	..	207	572	85	1,000
West Roxbury	139	..	310	113	56	618
Brighton	40	..	192	64	37	333
Deer Island	..	..	16	..	..	16
Brookline	..	..	..	5	3	8
Chelsea	..	..	..	..	7	7
Quincy	..	..	7	..	..	7
Long Island	..	..	4	..	..	4
	464	1	1,158	2,375	1,287	5,285

Hydrants taken out and repaired	135
Hydrant boxes renewed	203
Gate boxes renewed	306

SUDBURY AND COCHITUATE WORKS.

Repairs of Pipes during the Year 1889.

	Diameter of Pipes in Inches.																		Total.	
	48	36	30	24	20	16	12	10	8	6	4	3	2	1½	1¼	1	¾	⅝		½
Boston	2	5	2	4	.	9	30	6	8	30	26	13	6	15	6	6	4	338	6	516
South Boston	.	.	.	.	.	.	3	.	.	7	3	1	2	2	.	.	.	89	4	111
East Boston	.	.	.	1	10	.	2	.	2	3	3	.	1	.	.	.	.	61	5	88
Boston Highlands	.	1	1	3	.	2	14	.	1	9	2	.	5	1	.	4	4	170	5	222
Dorchester	.	.	.	.	.	.	1	.	.	2	.	.	5	1	.	.	.	49	1	59
West Roxbury	.	.	.	1	.	.	2	.	1	3	.	.	1	.	.	.	.	22	.	30
Brighton	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6	.	6
Totals	2	6	3	9	10	11	52	6	12	54	34	14	20	19	6	10	8	735	21	1,032

Causes of the leaks that have occurred in pipes of 4 inches diameter and upwards : —

Joints	99	
Settling of earth	9	
Defective pipes	9	
“ stopcocks	3	
“ packing on gates	58	
Steam Heating Co.	2	
Falling of walls (fire)	1	
	—	181
Stoppage by dirt	1	
“ “ fish	1	
	—	2

Of 3-inch and in service-pipes : —

Joints	43	
Settling of earth	129	
“ wall	4	
“ telephone-box	1	
“ boxing	1	
“ sewer-ditch	6	
“ drain	1	
Defective pipe	166	
“ packing	21	
“ valve	6	
Carried forward,	378	183

<i>Brought forward,</i>	378	183
Defective coupling	26	
“ stopcock	27	
Faucet pulled out at main pipe	3	
Setting of electric-light pole	1	
Street tubes too high	4	
By sewer-diggers	14	
Parties unknown	2	
By frost	6	
Gnawed by rats	4	
Pipes not in use	4	
By pick	60	
Pulled apart by masons	1	
Twisted off at wall	1	
By street-roller	3	
Steam Heating Co.	4	
Boston Gas Co.	1	
Caving of sewer ditch	1	
Eaten by soil	1	
Team running over upright	1	
		542
Stoppages by gasket	9	
Rust	202	
By fish	67	
Dirt	23	
Frost	5	
Solder	1	
		307
Total		<u>1,032</u>

SUDBURY AND COCHITUATE WORKS.

Statement of the Leaks and Stoppages, 1850-1889.

YEAR.	DIAMETER.		Total.
	Four inches and upwards.	Less than four inches.	
1850	32	72	104
1851	64	173	237
1852	82	241	323
1853	85	260	345
1854	74	280	254
1855	75	219	294
1856	75	232	307
1857	85	278	363
1858	77	234	401
1859	82	449	531
1860	134	458	592
1861	109	399	508
1862	117	373	490
1863	97	397	494
1864	95	504	489
1865	111	496	607
1866	139	536	675
1867	122	487	609
1868	82	449	531
1869	82	407	489
1870	157	707	926
1871	185	1,380	1,565
1872	188	1,459	1,647
1873	153	1,076	1,229
1874	434	2,120	2,554
1875	203	725	928
1876	214	734	948
1877	109	801	910
1878	213	1,024	1,237
1879	211	995	1,206
1880	135	929	1,064
1881	145	833	1,028
1882	170	1,248	1,418
1883	171	782	953

Statement of the Leaks and Stoppages, 1850-1889. — Concluded.

YEAR.	DIAMETER.		Total.
	Four inches and upwards.	Less than four inches.	
1884	253	1,127	1,380
1885	111	638	749
1886	150	725	875
1887	172	869	1,040
1888	216	1,140	1,356
1889	183	849	1,032

Respectfully submitted,

DEXTER BRACKETT,
Superintendent Eastern Division.

REPORT OF THE SUPERINTENDENT OF THE MYSTIC DIVISION.

BOSTON, Jan. 1, 1890.

ROBERT GRANT, ESQ., *Chairman Boston Water Board*:—

SIR,— The annual report of this department for the year ending Dec. 31, 1889, is herewith submitted.

MYSTIC LAKE.

Waste has been allowed over the overflow dam during the year with the exception of several days in May, and about three weeks in the month of November, when the lake was lowered to an average depth of about 3.14 feet above tide-marsh level, in order to repair the stone foundation under the gate-house, also the rip-rap between the bridge at the overflow dam and the gate-house. The stone wall at the dam was also repaired. There has been a force of men employed during the summer on Wedge pond, the river above Whitney's dam, and Horn pond, removing the objectionable vegetable growth. I recommend that the same work of cleaning the ponds be continued; that some of the fences be rebuilt; also, that a telephone be placed at the gate-keeper's house.

RESERVOIR.

The reservoir should be cleaned during the present year. The grounds adjacent have been top-dressed and kept in good order throughout the year. The screens at the gate-house have been repaired, and are now in good condition. I recommend that the fences be rebuilt this year.

CONDUIT.

The conduit was cleaned in June and October; it was thoroughly scrubbed and swept. The screens at the gate and pipe-chambers have been overhauled, thoroughly repaired, and are now in good order.

I would here call the attention of the Board to the desira-

bility of having the gate-house at the pipe-chamber enlarged ; also of having a 48-inch gate and pipe to drain the conduit.

FORCE-MAIN.

The force-main is in good order throughout. It has required no repairs during the year.

PUMPING-STATION.

The pistons, valves, and plungers of engines Nos. 1, 2, and 3, also the air-pump of engine No. 3 and the valves and plungers of the feed-pump in the boiler-room, have been overhauled and repaired. Boilers Nos. 1, 2, and 3 are being thoroughly cleaned, repiped, and the connections re-repaired.

The four old boilers have had some small repairs, and are at present being used. They should be replaced by new ones the present year. The marsh-land near this station has been filled in and sown for rye. The railroad track has been straightened to the coal-shed, and put in good order. A new lathe and motor has been put in this year, which enables us to make some of our own repairs. A large oil-closet has been built. A stone foundation is being built for a new air-pump to connect engines Nos. 1 and 2. I recommend the laying of a new floor in the engine-house, the remodelling of the plumbing in the engineers' residences, and the purchase of an upright drill and other tools for this station, to save expense of repairs.

SOURCES.

A careful examination of the sources of the Mystic supply has been made during the past year, with a view of obtaining an exact knowledge of all cases of pollution, and, under the direction of the Water Board, a supplemental report will be made on that subject.

MYSTIC-VALLEY SEWER.

Eight large settling basins have been built. A vitrified pipe, 12 inches in diameter and 250 feet in length, has been laid, connecting the main sewer with the precipitation tanks, by which the effluent water is conveyed directly to the sewer.

A concrete gutter, 225 feet in length, has also been built at the outlet of the sewer. Some slight repairs have been made on the engine and machinery at this station during the past year. The entire plant is at present in good order,

and the work is being carried on systematically and efficiently. The road leading to the works has recently been completed, and the old buildings have been removed.

DISTRIBUTION—PIPES.

The distribution-pipes have been extended by the addition of 151 feet of 8-inch pipe and 418 feet of 4-inch pipe. There have been 10,341 feet of cement-lined pipe replaced by cast-iron pipe. There have been 15 leaks repaired on the main pipes during the year.

HYDRANTS AND GATES.

Four new Lowry and 3 Boston Lowry hydrants have been established; 10 Lowry hydrants were renewed. One flush hydrant was abandoned and a post hydrant substituted; 21 defective hydrant-boxes were removed and replaced by new ones; 12 new gates were set during the year, — 7 4-inch gates, 3 6-inch gates, 1 8-inch and 1 24-inch gate. The 24-inch gate was set on the supply-main on Tremont street, Somerville; also on the same pipe on Broadway, opposite Somerville park, 1 8-inch blow-off was placed. Ten new blow-offs were established in Charlestown, and 2 abandoned. Fifty-eight defective gate-boxes were removed, and new ones placed instead.

SERVICE PIPES AND BOXES.

Seventy new services have been laid during the year; 166 services were repaired, requiring 863 feet lead pipe; 35 tin-lined services $\frac{1}{2}$ -in. size were removed, and $\frac{5}{8}$ -in. size substituted; 19 leaks on service-pipes were repaired. There were 70 stoppages by eels, 38 by rust, 3 by moss; 320 wooden service-boxes were removed, and iron boxes set in their places.

New Services.

Size	$\frac{5}{8}$ "	$\frac{3}{4}$ "	$1\frac{1}{4}$ "	2"	Total number.	Total ft.
Number	65	3	1	1	70	1,534

Summary of Services connected with Works Jan. 1, 1890.

	Charlestown.	Somerville.	Chelsea.	Everett.	Totals.
Number of services	5,857	5,885	5,035	1,750	18,527
Number of feet	156,504	201,704	135,185	38,280	531,673

Breaks and Leaks on Distribution.

Pipes	2"	3"	4"	6"	8"	10"	Total.
Charlestown	7	1	4	2	1	. . .	15
Somerville	. . .	. . .	6	25	12	2	45
Chelsea	. . .	2	27	21	10	10	70
Everett	. . .	. . .	7	6	. . .	2	15
Total	7	3	44	54	23	14	145

Extension of Distribution-Pipes.

Location.	SIZE OF PIPES.						Total feet.
	4"	6"	8"	10"	14"	18"	
Call street	199						199
Niles court	108						108
North Mead-st. place	111						111
Caldwell street			151				151
Somerville	48	8,521		4,118	8,037	387	21,111
Chelsea		1,896					1,896
Everett	6,138	1,884					8,022
Total	6,604	12,301	151	4,118	8,037	387	31,598

Distribution-Pipes Relaid.

LOCATION.	Original Size.	4"	6"	8"	Total.
Brown's court	2"	142			142
Elmwood street	"	301			301
Call-street court	"	139			139
Henley place	"		336		336
Harvard place	"	115			115
Pleasant-street place	"	82			82
Williams street	"		404		404
Church court	"	102			102
Grant's court	"	158			158
North Mead-street court	"	140			140
Jerome place	4"		295		295
Cedar street	"		419		419
Lincoln street	"		507		507
Concord street	"		480		480
Laurel street	"		100		100
Kingston street	"		418		418
Irving place	"		397		397
North Mead street	"		326		326
Warren avenue	6"		96		96
South Eden street	"		561		561
Wood street	"		416		416
Sackville street	"		355		355
Dorrance street	"		723		723
Hamlin street	"		440		440
Arlington avenue	"	24		902	926
Perkins street	"		670		670
Haverhill street	"		724		724
Parker street	"		199		199
Cambridge street	8"			454	454
Total		1,203	7,866	1,356	10,425

Length of Supply and Distributing Mains connected with the Works Jan. 1, 1890.

DIAMETER IN INCHES.													TOTAL.
	36	30	24	20	18	16	14	12	10	8	6	3	
Charlestown . .	974	25,296	16,982	6,180		20,140		15,087	4,826	22,072	60,984	2,400	198,769
Somerville					387		8,037	8,614	8,704	41,896	140,389	7,455	305,824
Chelsea						1,460			20,127	11,487	38,987	18,640	169,969
Everett									7,128	2,681	47,591	914	105,319
Total	974	25,296	16,982	6,180	387	34,600	8,037	23,701	22,685	78,136	287,951	29,409	779,881

Number of Gates connected with the Works Jan. 1, 1890.

DIAMETER IN INCHES.											TOTAL.
	30	24	20	16	12	10	8	6	4	3	
Charlestown	12	11	4	24	34	15	52	197	161	12	522
Somerville					19	15	14	272	222	2	544
Chelsea				2		14	14	50	165	30	275
Everett						2	5	46	64	4	121
Total	12	11	4	26	53	46	85	565	612	48	1,462

Hydrants Established and Abandoned during the Year.

	ESTABLISHED.			ABANDONED.	Net Increase.
	Lowry.	Boston Lowry.	Post.	Flush.	
Charlestown	4	3	1	1	7
Somerville			29		29
Chelsea			7		7
Total	4	3	37	1	43

Total Number of Hydrants in Use Jan. 1, 1890.

	Lowry.	Boston Lowry.	Post.	Flush.	Total.
Charlestown	185	31	50	41	307
Somerville	2		414		416
Chelsea			175	2	177
Everett	1		87		88
Medford			2	6	8
Pumping-Station			2	1	3
Total	188	31	740	50	999

FOUNTAINS.

A stone trough, with drinking-fountain attached, has been erected on Chelsea street, corner Scott's court, and one of the drinking-fountains on City square abandoned.

Respectfully yours,
EUGENE S. SULLIVAN,
Superintendent.

SUMMARY OF STATISTICS.

REPORT OF 1889.

IN ACCORDANCE WITH THE RECOMMENDATION OF THE NEW
ENGLAND WATER-WORKS ASSOCIATION.

Boston Water-Works, Suffolk County, Massachusetts, supplies also the cities of Somerville and Chelsea, and the town of Everett.

Population by census of 1885 : —

Boston	390,393
Chelsea	25,709
Somerville	29,971
Everett	5,825
Total	451,898

Date of construction : —

Cochituate Works	1848
Mystic “	1864

By whom owned. — City of Boston.

Sources of supply. — Lake Cochituate, Sudbury river, and
Mystic lake.

Mode of supply. — Sixty-five per cent. from gravity works.
Thirty-five “ “ “ pumping “

PUMPING.

	COCHITUATE.	MYSTIC.
Builder of pumping machinery, —	Holly Co.	H. R. Worthington.

Description of coal used : —

<i>a</i> Kind, —	Bituminous.	Bituminous.
<i>c</i> Size, —	Broken.	Broken.
<i>e</i> Price per gross ton, —	\$4.78	\$4.88
<i>f</i> Per cent. of ash, —	7.9	8.0

	COCHITUATE.	MYSTIC.
Coal consumed for year, in lbs.	2,462,750	6,286,000
Total pumpage for year, in galls.	2,143,925,800	2,857,969,400
Average dynamic head, in feet	123.21	146.51
Gallons pumped per lb. of coal	870.5	454.7
Duty in foot-lbs. per 100 lbs. of coal (no deductions) .	95,445,400	55,554,200
Cost of pumping figured on pumping-station expenses, viz. : —	\$16,844 44	\$25,406 10
Cost per million gallons raised to reservoir	7 86	8 89
Cost per million gallons raised one foot high	\$0.0637	\$0.0607

CONSUMPTION.

	COCHITUATE.	MYSTIC.
Estimated population	387,600	111,200
Estimated population sup- plied	380,000	110,000
Total consumption, gallons .	11,705,535,600	2,858,143,500
Passed through domestic meters	308,040,000	4,432,000
Passed through manufactur- ing meters	2,655,322,000	480,842,000
Average daily consumption, gallons	32,070,000	7,830,500
Gallons per day, each in- habitant	82.7	70.4
Gallons per day, each con- sumer	84.4	71.2
Gallons per day to each tap,	545.	423.

DISTRIBUTION.

Mains.

	COCHITUATE.	MYSTIC.
Kind of pipe used	} Cast-Iron.	Cast-Iron, Wrought- Iron, and Cement.
Sizes		30-in. to 3-in.
Extended, miles	23.04	6.
Total now in use	479.72	151.5

Mains. — Concluded.

	COCHITUATE.	MYSTIC.
Distribution-pipes less than 4-in., length, miles . . .	0	5.5
Hydrants added . . .	177	43
Hydrants now in use . . .	5,285	999
Stop-gates added . . .	249	83
Stop-gates now in use . . .	5,147	1,462

Services.

Kind of pipe used . . .	Lead.	Lead and Wrought-Iron.
Sizes $\frac{5}{8}$ -in. to 4-in.		$\frac{1}{2}$ -in. to 2-in.
Extended, feet . . .	51,951	26,617
Service-taps added . . .	1,863	920
Total now in use . . .	58,810	18,527
Meters added . . .	342	1 ¹
Meters now in use . . .	3,456	386
Motors and elevators in use,	426	27

¹ Discontinued.

FINANCIAL.
COCHITUATE WORKS. — MAINTENANCE.

Receipts.		Expenditures.	
DIVISION I.			
From consumers:—		Maintenance.....	\$345,986 88
Water-rates, domestic	\$624,825 51	Refunded water-rates.....	1,873 33
“ manufacturing and business	629,613 84	Interest	755,268 27
Miscellaneous, sales, etc.	27,726 66		
	<u>\$1,282,166 01</u>	Total maintenance	\$1,103,128 48
From public funds:—		Balance sinking-fund.....	282,336 48
Hydrants	\$74,250 00		
Public buildings, parks, etc.	29,048 95		
	<u>103,298 95</u>		
Total receipts.....	<u>\$1,385,464 96</u>		<u>\$1,385,464 96</u>
DIVISION II.		Construction.	
From fixed rates:—		Connection with Charlestown.....	\$11,127 44
Domestic	\$570,569 16	Extension to Long Island	36,073 75
Manufacturing	293,929 56	Extension of mains (inc. \$2,926.04, miscellaneous)...	234,821 72
	<u>\$864,498 72</u>	“ “ services	42,817 01
From meter-rates:—		New high-service works	35,399 56
Domestic.....	54,256 35	Setting sidewalk stopcocks... ..	22,879 38
Manufacturing and business	438,983 23	Shops, Albany street	96 58
	<u>\$1,357,738 30</u>		
Total receipts for water.		Total construction for year.....	\$383,359 90
		Total cost of construction to date.....	20,432,974 43

FINANCIAL.

MYSTIC WORKS.—MAINTENANCE.

Receipts.		Expenditures.	
DIVISION I.			
From consumers:—		Management and repairs.....	\$125,660 21
Water-rates, domestic.....	\$191,546 92	Interest.....	41,642 50
“ manufacturing.....	108,724 41	Refunded water-rates.....	104 38
Miscellaneous.....	2,047 68	Water-rates refunded to Chelsea, Somerville, and Everett.....	98,027 14
	<u>\$302,318 91</u>		
From public funds:—		Total maintenance.....	\$265,434 23
Hydrants.....	\$9,410 00	Balance to sinking-fund.....	53,810 64
Street-watering....	3,398 39		
Public buildings..	4,117 57		
	<u>16,925 96</u>		
	<u>\$319,244 87</u>		
Total receipts.			<u>\$319,244 87</u>
DIVISION II.			
From fixed rates:—			
Domestic.....	\$190,710 46		
Manufacturing. .	46,173 64		
	<u>\$236,884 10</u>		
From meter-rates:—			
Domestic.....	836 46		
Manufacturing.....	79,476 73		
	<u>\$317,197 29</u>		
Total receipts for water.....			
		Construction.	
		Extension of mains.....	\$5,523 46
		Total construction for year.....	5,523 46
		Total cost of construction to date.....	1,696,280 76

CIVIL ORGANIZATION OF THE WATER-WORKS, FROM THEIR COMMENCEMENT TO JANUARY 1, 1890.

WATER COMMISSIONERS.

NATHAN HALE, JAMES F. BALDWIN, THOMAS B. CURTIS. From May 4, 1846, to January 4, 1850.

ENGINEERS FOR CONSTRUCTION.

JOHN B. JERVIS, of New York, Consulting Engineer. From May, 1846, to November, 1848.†

E. S. CHESBROUGH, Chief Engineer of the Western Division. From May, 1846, to January 4, 1850.†

WILLIAM S. WHITWELL, Chief Engineer of the Eastern Division. From May, 1846, to January 4, 1850.

CITY ENGINEERS HAVING CHARGE OF THE WORKS.

E. S. CHESBROUGH, Engineer. From November 18, 1850, to October 1, 1855.†

GEORGE H. BAILEY, Assistant Engineer. From January 27, 1851, to July 19, 1852.

H. S. MCKEAN, Assistant Engineer. From July 19, 1852, to October 1, 1855.

JAMES SLADE, Engineer. From October 1, 1855, to April 1, 1863.

N. HENRY CRAFTS, Assistant Engineer. From October 1, 1855, to April 1, 1863.

N. HENRY CRAFTS, City Engineer. From April 1, 1863, to November 25, 1872.

THOMAS W. DAVIS, Assistant Engineer. From April 1, 1863, to December 8, 1866.

HENRY M. WIGHTMAN, Resident Engineer at C. H. Reservoir. From February 14, 1866, to November, 1870.†

A. FTELEY, Resident Engineer on construction of Sudbury-river works. From May 10, 1873, to April 7, 1880.

JOSEPH P. DAVIS, City Engineer. From Nov. 25, 1872, to March 20, 1880.

HENRY M. WIGHTMAN, City Engineer. From April 5, 1880, to April 3, 1885.†

WILLIAM JACKSON, City Engineer. From April 21, 1885, to present time.

After January 4, 1850, Messrs. E. S. CHESBROUGH, W. S. WHITWELL, and J. AVERY RICHARDS were elected a Water Board, subject to the direction of a Joint Standing Committee of the City Council, by an ordinance passed December 31, 1849, which was limited to keep in force one year; and in 1851 the Cochituate Water Board was established.

COCHITUATE WATER BOARD.

Presidents of the Board.

THOMAS WETMORE, elected in 1851, and resigned April 7, 1856† Five years.

JOHN H. WILKINS, elected in 1856, and resigned June 5, 1860† Four years.

EBENEZER JOHNSON, elected in 1860, term expired April 3, 1865†	Five years.
OTIS NORCROSS, elected in 1865, and resigned January 15, 1867†	One year and nine months.
JOHN H. THORNDIKE, elected in 1867, term expired April 6, 1868†	One year and three months.
NATHANIEL J. BRADLEE, elected April 6, 1868, and resigned January 4, 1871†	Two years and nine months.
CHARLES H. ALLEN, elected January 4, 1871, to May 4, 1873	Two years and four months.
JOHN A. HAVEN, elected May 4, 1873, to Dec. 17, 1874†	One year and seven months.
THOMAS GOGIN, elected Dec. 17, 1874, and resigned May 31, 1875	Six months.
L. MILES STANDISH, elected August 5, 1875, to July 31, 1876†	One year.

Members of the Board.

THOMAS WETMORE, 1851, 52, 53, 54, and 55†	Five years.
JOHN H. WILKINS, 1851, 52, 53, *56, 57, 58, and 59†	Eight years.
HENRY B. ROGERS, 1851, 52, 53, *54, and 55†	Five years.
JONATHAN PRESTON, 1851, 52, 53, and 56†	Four years.
JAMES W. SEAVER, 1851†	One year.
SAMUEL A. ELIOT, 1851.†	
JOHN T. HEARD, 1851†	One year.
ADAM W. THAXTER, Jr., 1852, 53, 54, and 55†	Four years.
SAMPSON REED, 1852 and 1853†	Two years.
EZRA LINCOLN, 1852†	One year.
THOMAS SPRAGUE, 1853, 54, and 55†	Three years.
SAMUEL HATCH, 1854, 55, 56, 57, 58, and 61	Six years.
CHARLES STODDARD, 1854, 55, 56, and 57†	Four years.
WILLIAM WASHBURN, 1854 and 55	Two years.
TISDALE DRAKE, 1856, 57, 58, and 59†	Four years.
THOMAS P. RICH, 1856, 57, and 58†	Three years.
JOHN T. DINGLEY, 1856 and 59†	Two years.
JOSEPH SMITH, 1856†	Two months.
EBENEZER JOHNSON, 1857, 58, 59, 60, 61, 62, 63, and 64,†	Eight years.
SAMUEL HALL, 1857, 58, 59, 60, and 61†	Five years.
GEORGE P. FRENCH, 1859, 60, 61, 62, and 63†	Five years.
EBENEZER ATKINS, 1859†	One year.
GEORGE DENNIE, 1860, 61, 62, 63, 64, and 65	Six years.
CLEMENT WILLIS, 1860	One year.
G. E. PIERCE, 1860†	One year.
JABEZ FREDERICK, 1861, 62, and 63†	Three years.
GEORGE HINMAN, 1862 and 63	Two years.
JOHN F. PRAY, 1862	One year.
J. C. J. BROWN, 1862	One year.
JONAS FITCH, 1864, 65, and 66†	Three years.
OTIS NORCROSS, *1865 and 66†	Two years.
JOHN H. THORNDIKE, 1864, 65, 66, and 67†	Four years.
BENJAMIN F. STEVENS, 1866, 67, and 68	Three years.
WILLIAM S. HILLS, 1867	One year.
CHARLES R. TRAIN, 1868†	One year.
JOSEPH M. WIGHTMAN, 1868 and 69†	Two years.
BENJAMIN JAMES, *1858, 68, and 69	Three years.
FRANCIS A. OSBORN, 1869	One year.
WALTER E. HAWES, 1870†	One year.
JOHN O. POOR, 1870	One year.
HOLLIS R. GRAY, 1870	One year.

NATHANIEL J. BRADLEE, 1863, 64, 65, 66, 67, 68, 69, 70, and 71†	Nine years.
GEORGE LEWIS, 1868, 69, 70, and 71†	Four years.
SIDNEY SQUIRES, 1871†	One year.
CHARLES H. HERSEY, 1872	One year.
CHARLES H. ALLEN, 1869, 70, 71, and 72	Four years.
ALEXANDER WADSWORTH, *1864, 65, 66, 67, 68, 69, and 72	Seven years.
CHARLES R. McLEAN, 1867, 73, and 74†	Three years.
EDWARD P. WILBUR, 1873 and 74	Two years.
JOHN A. HAVEN, 1870, 71, 72, 73, and 74†	Five years.
THOMAS GOGIN, 1873, 74, and 75*	Three years.
AMOS L. NOYES, 1871, 72, and 75	Three years.
WILLIAM G. THACHER, 1873, 74, and 75†	Three years.
CHARLES J. PRESCOTT, 1875	One year.
EDWARD A. WHITE, 1872, 73, 74, 75, and 76†	Five years.
LEONARD R. CUTTER, 1871, 72, 73, 74, 75, and 76†	Six years.
L. MILES STANDISH, 1860, 61, 63, 64, 65, 66, 67, 74, 75, and 76† ‡	Ten years.
CHARLES E. POWERS, *1875 and 1876†	Two years.
SOLOMON B. STEBBINS, 1876†	One year.
NAHUM M. MORRISON, 1876†	One year.
AUGUSTUS PARKER, 1876†	One year.

* Mr. John H. Wilkins resigned Nov. 15, 1855, and Charles Stoddard was elected to fill the vacancy. Mr. Henry B. Rogers resigned Oct. 22, 1865. Mr. Wilkins was re-elected Feb., 1856, and chosen President of the Board, which office he held until his resignation, June 5, 1860, when Mr. Ebenezer Johnson was elected President; and July 2 Mr. L. Miles Standish was elected to fill the vacancy occasioned by the resignation of Mr. Wilkins. Otis Norcross resigned Jan. 15, 1867, having been elected Mayor of the City. Benjamin James served one year, in 1858, and was re-elected in 1868. Alexander Wadsworth served six years, 1864-69, and was re-elected in 1872. Thomas Gogin resigned May 31, 1875. Charles E. Powers was elected July 15, to fill the vacancy occasioned by the resignation of Mr. Gogin.

† Served until the organization of the Boston Water Board.

‡ Deceased.

BOSTON WATER BOARD, *Organized July 31, 1876.*

TIMOTHY T. SAWYER, from July 31, 1876, to May 5, 1879; and from May 1, 1882, to May 4, 1883.

LEONARD R. CUTTER, from July 31, 1876, to May 4, 1883.

ALBERT STANWOOD, from July 31, 1876, to May 7, 1883.

FRANCIS THOMPSON, from May 5, 1879, to May 1, 1882.†

WILLIAM A. SIMMONS, from May 7, 1883, to Aug. 18, 1885.

GEORGE M. HOBBS, from May 4, 1883, to May 4, 1885.

JOHN G. BLAKE, from May 4, 1883, to Aug. 18, 1885.

WILLIAM B. SMART, from May 4, 1885, to March 18, 1889.

HORACE T. ROCKWELL, from Aug. 25, 1885, to April 25, 1888.

THOMAS F. DOHERTY, from Aug. 26, 1885, to present time.

ROBERT GRANT, from April 25, 1888, to present time.

PHILIP J. DOHERTY, from March 18, 1889, to present time.

ORGANIZATION OF THE BOARD FOR YEAR 1889.

Chairman.

THOMAS F. DOHERTY, to May 6.

ROBERT GRANT, from May 6.

Clerk.

WALTER E. SWAN.

City Engineer and Engineer of the Board.

WILLIAM JACKSON.

Water Registrar.

WILLIAM F. DAVIS.

Deputy Collector and Clerk, Mystic Department.

JOSEPH H. CALDWELL.

Superintendent of the Eastern Division of Cochituate Department.

DEXTER BRACKETT.

Superintendent of the Western Division and Resident Engineer of Additional Supply.

DESMOND FITZGERALD.

Superintendent of Mystic Department.

DEXTER BRACKETT, to April 8.

EUGENE S. SULLIVAN, from April 8.

Superintendent of Meter Division.

WM. J. WELCH, to February 21 (abolished).

Superintendent of Inspection and Waste Division.

D. B. CASHMAN, to February 7 (abolished).

† Deceased.



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CITY OF



BOSTON.

AUDITOR'S MONTHLY EXHIBIT.

GENERAL AND SPECIAL APPROPRIATIONS

FOR 1889-90.

OFFICE OF THE CITY AUDITOR,
CITY HALL, February 3, 1890.

TO THE HONORABLE CITY COUNCIL: —

GENTLEMEN, — The undersigned, in compliance with Chap. 14, Section 3, Revised Ordinances, herewith presents an exhibit of the General and Special Appropriations for the present financial year of 1889-90, as shown in the books in his office, February 1, 1890, including the February draft, — being ten months' drafts of the financial year, — exhibiting the original appropriations, the balances brought forward from the year 1888-89, the amounts drawn February 1, the total expenditures, and the balance of each appropriation unexpended at that date.

Respectfully submitted,

JAMES H. DODGE,
City Auditor.

APPROPRIATIONS.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works, uncompleted May 1, 1889.
Advertising	.	.	\$2,000 00	\$2,000 00	\$634 05	\$1,845 51	\$154 49	
Architect's Department	.	.	20,000 00	20,000 00	1,416 31	14,242 92	5,757 08	
Armories	.	.	32,600 00	32,600 00	2,424 63	31,811 71	788 29	
Assessors' Department	.	.	115,000 00	115,000 00	3,271 91	101,564 25	13,435 75	
Auditor's Department	.	.	24,200 00	24,200 00	1,935 50	19,532 47	4,667 53	
Beacon Hill Reservoir Lot ¹	.	.						
Board of Health, etc., viz.:—								
Board of Health	.	.	75,000 00	75,000 00	5,679 86	64,077 63	10,922 37	
Evergreen Cemetery	\$169 86	\$766 00	1,500 00	2,435 86	110 50	2,355 86	80 00	
Public Baths	.	.	16,000 00	16,000 00	250 50	14,261 70	1,738 30	
Quarantine Department	.	.	16,500 00	16,500 00	958 75	14,233 98	2,266 02	
Bridges:—								
Bridges	.	.	90,000 00	90,000 00	5,302 40	79,643 21	10,356 79	
Bridge, Walley street to Beachmont	18,966 20	.	.	18,966 20	518 76	18,966 20		
Harvard Bridge	72,905 87	.	.	72,905 87	1,312 75	65,829 83	7,076 04	\$242,923 96
Neponset River Bridges	8,000 00	.	.	8,000 00	.	7,997 41	2 59	
Bunker Hill Tablets	.	.	4,000 00	4,000 00	.	3,562 40	437 60	
City Clerk's Department	.	.	21,500 00	21,500 00	1,935 75	17,116 95	4,383 05	
City Debt	.	.	852,489 00	852,489 00	.	852,489 00		
City Loans, Redemption of	.	960,777 45	.	960,777 45	.	960,777 45		
Received from Commissioners								
Revenue								
Sinking-Funds								
Carried forward	\$100,041 93	\$961,543 45	\$1,270,789 00	\$2,332,374 38	\$25,751 67	\$2,270,308 48	\$62,065 90	\$242,923 96

¹ Transferred to Austin Primary School-house, Raising and repairing, \$9,000.
Florence-street School-house, Enlargement of, \$15,000.
Girls' High School-house, Boilers and ventilating, \$6,000.
Grammar School-house, Pierce District, \$13,268.40.
Grammar School-house, South Boston, \$25,000.
Horace Mann School-house, South Boston, Furnishing, \$7,000.
Horace Mann School-house, \$14,000.
Horace Mann School-house, Furnishing, \$8,000.

Transferred to Primary School-house, Adams and Emerson Districts, \$23,300.
Primary School-house, Dudley District, \$10,000.
Primary School-house, George Putnam District, \$7,058.88.
Prince School-house, Lowell District, \$10,000.
Public Library, \$947.57.
School-house, Glen Road, \$38.70.
School-house, Prince District, \$386.45.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$100,041 93	\$961,543 45	\$1,270,789 00	\$2,332,374 38	\$25,751 67	\$2,270,308 48	\$62,065 90	\$242,923 96
Redemption of City Debt					6,000 00			
Proper								
Cost of Redemption of Matured Bonds								
1,543 29 }								
City Hospital :—								
City Hospital	1,510 42		229,000 00	230,510 42	19,270 89	175,668 27	54,842 15	
Building for Out-Patients	23,490 10			23,490 10	275 00	23,847 04	1,643 06	
Building for Out-Patients, Furnishing ¹			8,950 00	8,950 00	2,179 08	5,490 43	3,459 57	
City Messenger's Department			21,620 00	21,620 00	1,780 67	17,181 90	4,438 10	
City Registrar's Department			14,160 00	14,160 00	864 38	8,019 88	6,140 12	
Collector's Department			61,565 00	61,565 00	5,118 75	51,246 20	10,318 80	
Common and Public Grounds :—								
Common, etc.		400 00	68,500 00	68,900 00	250 00	68,672 77	227 23	
Attucks' Monument			1,000 00	1,000 00		1,000 00		
Belmont Square, Paving, etc. ²		1,750 00		1,750 00		1,300 00	450 00	
Improving Norris Park			4,500 00	4,500 00	54 84	4,500 00		
Improving Blackstone and Franklin Squares Parks, East Boston, Fences ³		4,000 00	6,000 00	10,000 00		10,000 00	150 00	
Public Grounds, Charlestown Square		1,250 00		1,250 00	1,100 00	1,100 00		
Tudor Bequest	800 00			800 00		800 00		
Public Grounds, Charlestown Square	346 84			346 84			346 84	
Walk from Park Square to Park Street		6,000 00		6,000 00		6,000 00		
Contingent Funds, viz. :—								
Joint Committees			9,000 00	9,000 00	430 80	4,561 61	4,438 39	
Mayor			1,500 00	1,500 00	62 08	698 19	801 81	
Board of Aldermen			7,000 00	7,000 00	441 43	2,009 18	4,990 82	
Common Council			8,000 00	8,000 00	927 30	4,807 11	3,192 89	
County of Suffolk :—								
County of Suffolk			520,000 00	520,000 00	39,117 09	427,840 47	92,159 53	
<i>Carried forward</i>	\$128,189 29	\$974,943 45	\$2,231,584 00	\$3,334,716 74	\$103,623 98	\$3,085,051 53	\$249,665 21	\$290,280 90

¹ Transferred from Police Department, \$8,950.
² Transferred to Parks, East Boston, Fences, \$550.
³ Transferred from Belmont Square, Paving, etc., \$550.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$128,189 29	\$974,943 45	\$2,231,584 00	\$3,334,716 74	\$103,623 98	\$3,085,051 53	\$249,665 21	\$290,280 90
County Debt.			46,783 00	46,783 00		46,783 00		
County Interest			70,215 00	95,567 17	3,030 00	45,673 89	49,893 28	
House of Correction	25,352 17		101,193 00	101,193 00	9,723 47	85,571 54	15,621 46	
Suffolk County Court-House	390,692 92			1,200,100 92	43,099 83	408,114 72	791,986 20	2,516,266 80
Damages by dogs		809,408 00						
Deeds, Real Estate Advertising, etc.		1,818 75		1,818 75	32 00	1,818 75		
East Boston Ferries: —	3,059 13	6,572 64		9,631 77	62 73	4,039 98	5,591 79	
East Boston Ferries			195,000 00	195,000 00	15,614 08	153,453 67	41,546 33	
Vacation of Employés ¹			4,200 00	4,200 00		4,062 46	137 54	
Engineer's Department			35,000 00	35,000 00	2,963 11	28,370 33	6,629 67	
Executive Department			21,500 00	21,500 00	1,588 69	15,041 72	6,458 28	
Fire Department: —								
Fire Department	3,875 91	800 00	817,862 00	822,537 91	55,081 01	636,490 33	186,047 58	
Fire-Alarm Telegraph			35,054 00	35,054 00	2,455 73	23,732 36	11,321 64	
Clock, East Boston		1,000 00		1,000 00			1,000 00	
Fire Department, Equipment		68,000 00		68,000 00			68,000 00	
Health Department			500,000 00	500,000 00	37,095 71	371,371 53	128,628 47	
Improved Sewerage ²	12,099 64	500,020 00		512,119 64	13,501 51	31,782 96	480,336 68	5,432,753 25
Incidental Expenses: —								
Judgments, etc. ³		34,000 00	28,610 00	62,610 00	2,735 61	31,344 73	31,265 27	
Reception of guests			5,000 00	5,000 00	44 62	4,146 46	853 54	
Inspection of Buildings			55,000 00	55,000 00	5,001 62	47,609 39	7,390 61	
Inspection of Milk and Vinegar			9,140 00	9,140 00	710 56	7,794 74	1,345 26	
Inspection of Provisions			2,525 00	2,525 00	200 55	1,865 79	659 21	
<i>Carried forward</i>	\$563,269 06	\$2,396,562 84	\$4,158,666 00	\$7,118,497 90	\$296,564 81	\$5,034,119 82	\$2,084,378 02	\$8,239,300 95

¹ Transferred from Incidental Expenses, \$4,200.

² Total appropriations for construction, \$5,980,589.93; transferred August, 1876, by authority of an order of July 17, from Reserved Fund, \$40,000; loans authorized \$5,923,000; loans negotiated, \$5,933,000, and revenue, \$7,589.93; transferred to Sewer between Cresecent avenue and Greenwich street, \$65,000; transferred from Construc- tion to Maintenance, \$2,500.

³ Transferred to East Boston Ferries, Vacation of Employés, \$4,200.

Public Celebration, \$1,190.
Sewer, Mt. Vernon street, \$1,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$563,269 06	\$2,396,562 84	\$4,158,666 00	\$7,118,497 90	\$296,564 81	\$5,034,119 88	\$2,084,378 02	\$8,239,300 95
Interest	63,007 82		1,523,023 00	1,586,030 82	319,845 26	1,196,603 30	389,427 52	
Lamp Department			593,081 00	593,081 00	54,670 48	473,405 88	119,675 12	
Law Department			29,000 00	29,000 00	2,354 30	23,696 35	5,303 65	
Liquor License Expenses	135,700 00	754,960 00		890,660 00		313,650 61	577,009 39	
Board of Police								
City Clerk's Department					2,429 73			
Collector's Department								
Treasurer's Department								
Refunded								
Paid State proportion of receipts, ...					326 50			
Police Signal System					5,716 00			
Long Island ¹		174 48		174 48			174 48	220,791 41
Markets				9,750 00	922 85	7,938 74	1,811 26	
Mount Hope Cemetery	1,544 26	22,206 34	9,750 00	23,750 60	1,764 33	20,940 63	2,809 97	
Overseers of the Poor				118,350 00	12,991 73	85,529 52	32,820 48	
Park Department:—								
Park Department			7,503 00	7,500 00	583 04	4,958 15	2,541 85	
Franklin Park	36,591 17			36,591 17			36,591 17	1,423,866 99
Muddy River Improvement	33,389 12			33,389 12		29 48	33,359 64	166,640 36
Parks, Maintenance	955 35	3,626 64	35,000 00	39,581 99	2,789 31	34,556 44	5,025 55	
Park Nursery			6,000 00	6,000 00	351 15	4,702 16	1,297 84	
Public Park, Construction	399,511 46	11,500 00		411,011 46	35,481 35	399,009 83	12,001 63	
Paving Department:—								
Paving Department ²	1,116 96	50,462 43	650,068 67	701,648 06	21,588 56	633,525 59	68,122 47	
Albany Street, Troy Street to R.R. Bridge		8,000 00		8,000 00		8,000 00		
Albion Street, Macadamizing ³								
<i>Carried forward</i>	\$1,235,085 20	\$3,247,492 73	\$7,130,438 67	\$11,613,016 60	\$758,379 40	\$8,240,666 56	\$3,372,350 04	\$10,050,599 71

¹ Transferred to Public Library, \$552.43.

² Transferred from Bolton-street Bridge, \$149.86.
Coleridge Street, Grading, \$1,689.81.

³ Transferred to Emerald Street, Paving, \$1,200.

Transferred from Nashua Street, \$265.46.
Sarsfield Street, \$1,116.96.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,235,085 20	\$3,247,492 73	\$7,130,438 67	\$11,613,016 60	\$758,379 40	\$8,240,666 56	\$3,372,350 04	\$10,050,599 71
Athens Street, Asphalt		3,000 00		3,000 00			3,000 00	
Baxter Street, C Street to D Street		2,000 00		2,000 00	847 45	847 45	1,152 55	
Beacon Street, Repairing		700 00		700 00		429 80	270 20	
Bolton-st. Bridge ¹			850 14	850 14		850 14		
Brentwood Street		2,000 00		2,000 00			2,000 00	
Bunker Hill Street, Paving		7,500 00		7,500 00	112 29	7,500 00		
Buttonwood Street, Macadamizing		1,500 00		1,500 00			1,500 00	
Byron Street, Grading, etc.			8,600 00	8,600 00				
Causeway Street		3,000 00		3,000 00			3,000 00	
Chapman Street, Paving		6,500 00		6,500 00	1,029 92	1,029 92	5,470 08	
Charles Street, Paving		5,300 00		5,300 00	1,445 98	3,881 57	1,418 43	
Coleridge Street, Grading ²			3,310 19	3,310 19	88 94	3,310 19		
Commonwealth Avenue, Bridle-path ³			1,500 00	1,500 00	1,427 62	1,427 62	72 38	
Commonwealth Avenue, West of Cross Roads	74,735 85			74,735 85	7,402 55	22,330 85	52,405 00	22,595 00
Cottage Street, East Boston, Foot-way				12,600 00	30 96	11,154 67	1,445 33	
D Street, Paving	9,259 01		12,600 00	9,259 01	3 36	9,230 79	28 22	9,971 78
Dorchester Avenue, Paving		29,000 00		29,000 00	4,827 52	21,843 33	7,156 67	
Dustin Street		1,000 00		1,000 00			1,000 00	
E Street, Paving			3,000 00	3,000 00		677 34		
Eighth Street, Paving		10,000 00		10,000 00			2,322 66	
Emerald street, Paving ⁴		1,200 00		1,200 00	1,200 00	1,200 00	10,000 00	
First Street, Paving			10,000 00	10,000 00	239 52	10,000 00		
Forbes Street		8,000 00		8,000 00			8,000 00	
Gold street, Foot bridge		700 00		700 00			700 00	
Green Street		8,000 00		8,000 00	1,636 94	6,366 79	1,633 21	
Hampden Street, Paving			15,000 00	15,000 00		14,963 76	36 24	
Harrison Avenue, Paving		4,000 00	5,000 00	9,000 00		9,000 00		
<i>Carried forward</i>	\$1,319,080 06	\$3,340,892 73	\$7,190,299 00	\$11,850,271 79	\$778,672 45	\$8,375,310 78	\$3,474,961 01	\$10,083,163 49

¹ Transferred to Paving Department, \$149.86.
² Transferred to Paving Department, \$1,689.81.

³ Transferred to Public Library, \$18,500.
⁴ Transferred from Albion street, Macadamizing, \$1,200.

APPROPRIATIONS, CONTINUED.

OBJECTS OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,319,080 06	\$3,340,892 73	\$7,190,299 00	\$11,850,271 79	\$778,672 45	\$8,375,310 78	\$3,474,961 01	\$10,083,166 49
Heath Street, Macadamizing		10,000 00		10,000 00	3,454 24	3,659 74	6,340 26	
Hingham Street, Ward 16 ¹			757 59	757 59		757 59		
Homestead Street, Grading, etc.			1,000 00	1,000 00	212 47	833 52	166 48	
Humboldt Avenue	11,570 60			11,570 60	2,440 89	10,608 26	962 34	
I Street		2,500 00		2,500 00	1,494 27	2,499 90	10	19,037 66
India Street		6,500 00		6,500 00		6,500 00		
Kent Street, Repairing			500 00	500 00		500 00	500 00	
Lake Street, Plank-walk		500 00		500 00				
Lamont Street, Macadamizing		1,200 00		1,200 00		1,200 00		
Leverett Street, Paving ²		1,803 03		1,803 03	555 45	1,803 03		
Market Street		6,000 00		6,000 00		6,000 00		
Middlesex Street, Paving ³			2,542 41	2,542 41		2,542 41	2,298 70	
Moreland Street, Macadamizing		3,000 00		3,000 00	701 30	701 30	5,000 00	
Myrtle Street, Macadamizing		5,000 00		5,000 00				
Nashua Street ⁴		6,734 54		6,734 54		6,734 54		
Newbury Street, Repairing			15,000 00	15,000 00		15,000 00		
Ninth Street, Paving			7,000 00	7,000 00	156 70	6,208 38	791 62	
North Russell Street, Paving			5,000 00	5,000 00		5,000 00		
Ontario, Foundry, and Colony Streets			10,000 00	10,000 00	1,970 91	8,167 61	1,832 39	
Parmenter Street, Asphalt ⁵			3,292 57	3,292 57		3,292 57		
Phillips Street, Tremont Street to Conant Street				3,500 00	848 47	848 47	2,651 53	
Pond Street, Macadamizing		3,500 00		3,500 00		2,000 00		
Q Street		2,000 00		2,000 00		2,000 00		
Salem Street, Ward 23		6,000 00		6,000 00	902 16	2,097 56	3,902 44	
Sarsfield Street ⁶	2,383 04	3,000 00		3,000 00	162 11	2,599 50	400 50	
Second Street, Grading, etc.				2,383 04		2,383 04	5,000 00	
		5,000 00		5,000 00				
<i>Carried forward</i>	\$1,332,038 70	\$3,403,630 30	\$7,235,391 57	\$11,972,055 57	\$791,571 42	\$8,467,248 20	\$3,504,807 57	\$10,102,204 15

¹ Transferred from Middlesex street, Paving, \$757.59.
² Transferred to Paving Department, \$196.97.
³ Transferred to Hingham street, Ward 16, \$757.59.

⁴ Transferred to Paving Department, \$265.46.
⁵ Transferred to Thacher Street, \$1,707.43.
⁶ Transferred to Paving Department, \$1,116.96.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,323,033 70	\$3,403,630 30	\$7,235,391 57	\$11,972,055 57	\$791,571 42	\$8,467,248 20	\$3,504,807 37	\$10,102,204 15
Shay's Hill, East Boston, Grading, etc.			8,125 00	8,125 00	3,125 93	7,190 16	934 84	
Sixth Street, Paving		7,000 00		7,000 00	1,713 08	7,000 00		
Smith Street, Macadamizing		4,000 00		4,000 00	1,665 23	2,511 35	1,488 65	
South, Centre, and Spring Streets, Ward 23			15,000 00	15,000 00		15,000 00		
St. Botolph Street				3,000 00		3,000 00		
Story Street		3,000 00		3,500 00			3,500 00	
Sussex Street, Macadamizing		2,500 00		2,500 00			2,276 24	
Thacher Street ¹		10,000 00	1,707 43	1,707 43	256 41	1,707 43	8,741 67	
Tremont Street				600 00		596 58	3 42	
Tremont Street, Plank-walk							1,400 00	
Tremont Street, Repairing		1,400 00		1,400 00			8,996 39	
Ward Street, Ward 22, Repairing			9,000 00	9,000 00		5,643 10	3 61	
Warren Street, Paving		10,000 00		10,000 00			4,356 90	
Washington Street, Ashland Street to Dedham line		10,000 00		10,000 00	811 86	9,998 28	1 72	
West Second Street		10,000 00		10,000 00	1,423 03	7,216 86	2,783 14	
Williams Street, Charlestown, Repairing			2,000 00	2,000 00		2,000 00		
Winter Street		4,000 00		4,000 00		1,178 00	2,822 00	
Phillips Street Fund, Income	1,911 46	1,200 00		3,111 46		350 00	2,761 46	
Police Department:—								
Police Department ²			920,844 00	920,844 00	83,085 82	852,217 53	68,626 47	
Station-house Matrons, and House of Detention Printing and Stationery (general)			9,706 00	9,706 00	542 71	5,870 80	3,835 20	
Public Buildings:—								
Public Buildings	4,279 03	6,455 90	46,500 00	57,234 93	4,636 90	49,235 36	7,999 57	
			135,700 00	135,700 00	6,089 49	122,550 12	13,149 88	
<i>Carried forward</i>	\$1,339,224 19	\$3,476,686 20	\$8,384,574 00	\$13,200,484 39	\$894,921 88	\$9,570,992 25	\$3,629,492 14	\$10,102,204 15

¹ Transferred from Parmenter Street, asphaltting, \$1,707.43.² Transferred to Austin Primary School-house, \$3,000.

Building for Out-Patients, Furnishing, \$8,950.

Hancock School-house, Repairs, \$6,500.

Transferred to High School-house, Roxbury, \$80,000.

Horace Mann School-house, \$15,000.

Stony Brook Improvement, \$56,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,339,224 19	\$3,476,686 20	\$8,384,574 00	\$13,200,484 39	\$894,921 88	\$9,576,992 25	\$3,629,492 14	\$10,102,204 15
Engine-house No. 9, Refitting		25,000 00		25,000 00			25,000 00	
Engine-house No. 26, Refitting		10,000 00		10,000 00			10,000 00	
Fire Department, Building and site, Brighton, Fire Department, Building and site, Congress Street		26,000 00		26,000 00			26,000 00	
Fire Department, Building and site, Egleston Square		40,000 00		40,000 00			40,000 00	
Fire Department, Building and site, North End, Fire Department, Building and site, South Boston		26,000 00		26,000 00			26,000 00	
Fire Department, Building and site, Ward 10. Fire Department, Headquarters, etc.		60,000 00		60,000 00			60,000 00	
Fire Department, Building and site, Ward 10. Fire Department, Headquarters, etc.		60,000 00		60,000 00			60,000 00	
Highland-street Stable	10,562 21	30,000 00		30,000 00			30,000 00	
Library Building, Dartmouth Street	256,698 14	60,000 00		60,000 00			60,000 00	
Police Station-house No. 1		165,000 00		165,000 00			165,000 00	
West End City Stables		500,000 00		10,562 21		10,521 87	40 34	
Public Celebrations ¹		65,000 00		756,698 14	43,410 11	338,788 68	417,909 46	532,090 54
Public Institutions, viz.: — House of Industry		40,000 00		65,000 00			65,000 00	
Lunatic Hospital		40,000 00	25,190 00	40,000 00			40,000 00	
Marella-Street Home		397 40	25,587 40	25,587 40		25,470 51	116 89	
Retreat for Insane, Dorchester		138,400 00	138,400 00	138,400 00	9,253 21	137,697 22	702 78	
Almshouse, Charlestown		55,025 00	55,025 00	55,025 00	3,603 75	44,820 25	10,204 75	
Home for Paupers, Rainsford and Long Islands Pauper Expenses ²		49,675 00	49,675 00	49,675 00	4,031 76	40,561 31	9,113 69	
Steamer "J. Putnam Bradlee"		32,294 00	32,294 00	32,294 00	2,817 74	24,761 23	7,532 77	
Office Expenses ³		21,285 00	21,285 00	21,285 00	1,300 40	13,728 26	7,556 74	
Steam Launch ⁴		75,375 00	75,375 00	75,375 00	3,608 90	58,219 32	17,155 68	
		141,269 00	141,269 00	141,269 00	22,654 44	141,187 07	81 93	
		19,275 00	19,275 00	19,275 00	896 48	18,758 57	516 43	
		18,900 00	18,900 00	18,900 00	1,657 54	15,030 75	3,869 25	
	5,000 00			5,000 00			5,000 00	
<i>Carried forward</i>	\$1,611,484 54	\$4,524,083 60	\$8,961,262 00	\$15,096,830 14	\$988,156 21	\$10,440,537 29	\$4,656,292 85	\$10,634,294 69

¹ Transferred from Incidental Expenses, \$1,190.

² Transferred to Office Expenses, \$10,000.

³ Transferred from Pauper Expenses, \$10,000.

⁴ Transferred from West Newton Street Lot, \$5,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,611,484 54	\$4,524,083 60	\$8,961,262 00	\$15,096,830 14	\$988,156 21	\$10,440,537 29	\$4,656,292 85	\$10,634,294 69
Telephonic communication between Long, Rainsford, and Deer Islands ¹	4,000 00			4,000 00			4,000 00	
Public Lands			5,000 00	5,000 00	98 35	353 84	4,646 16	
Public Library ²	2,870 74	3,493 64	142,875 00	149,239 38	11,540 84	101,027 09	48,212 29	
Record Commissioners			5,000 00	5,000 00	385 00	3,532 84	1,467 16	
Record of Street Names	500 00			500 00			500 00	
Registration of Voters and Election Expenses:—								
Registration of Voters			43,000 00	43,000 00	2,423 32	39,934 79	3,065 21	
Election Expenses		88,000 00	36,000 00	124,000 00	31,263 49	117,016 83	6,983 17	
Reserved Fund	52 15	215 53		267 68			267 68	
Salaries			29,100 00	29,100 00	2,462 90	24,621 60	4,478 40	
Schools and School-houses, viz.:—								
School Instructors			1,331,540 00	1,331,540 00	113,314 35	1,099,159 59	232,380 41	
Salaries Officers, School Committee			58,300 00	58,300 00	4,863 33	48,568 33	9,731 67	
School Expenses, School Committee, Supplies and Incidentals								
School Expenses, School Committee, Salaries of Janitors		854 22	85,600 00	86,454 22	4,202 18	77,321 06	9,133 16	
School Expenses, School Committee, Fuel, Gas, and Water			102,000 00	102,000 00	8,743 17	83,901 85	18,098 15	
Gibson School Fund, Income			80,000 00	80,000 00	5,622 94	66,398 32	13,601 68	
School-houses, Public Buildings	1,625 86	712 50		2,338 36		810 30	1,528 06	
Austin Primary School-house, Raising and re- pairing ³		28,000 00	214,000 00	242,000 00	5,134 71	236,364 34	5,635 66	
	9,000 00		3,000 00	12,000 00		28 38	11,971 62	
<i>Carried forward</i>	\$1,629,533 29	\$4,645,359 49	\$11,096,677 00	\$17,371,569 78	\$1,178,210 79	\$12,339,576 45	\$5,031,993 33	\$10,634,294 69

¹ Transferred from West Newton Street Lot, \$4,000.

² Transferred from Beacon Hill Reservoir Lot, \$947.57.

³ Transferred from Commonwealth Avenue, Bridle Path, \$18,500.

Transferred from Long Island, \$552.43.

West Newton Street Lot, \$1,653.60.

Police Department, \$3,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,629,533 29	\$4,645,359 49	\$11,096,677 00	\$17,371,569 78	\$1,178,210 79	\$12,339,576 45	\$5,031,993 33	\$10,634,294 69
Florence-street School-house, Enlargement of ¹	15,000 00			15,000 00			15,000 00	
Girls' High School-house, Boilers and ventilat- ing ²	6,000 00			6,000 00		5,999 16	84	
Grammar School-house, Dudley Street		8,000 00		8,000 00		3,993 00	4,007 00	
Grammar School-house lot, Hillside District .		9,000 00		9,000 00			9,000 00	
Grammar School-house, Pierce District ³ . . .	43,268 40			43,268 40	4,798 00	19,295 52	23,972 88	
Grammar School-house, South Boston ⁴ . . .	36,521 14	18,500 00		55,021 14	11,044 65	54,841 38	179 76	148,320 24
Grammar School-house, South Boston, Fur- nishing ⁵	7,000 00			7,000 00	283 97	5,873 71	1,126 29	
Hancock School-house, Repairs ⁶			9,500 00	9,500 00		41 45	9,458 55	
High School-house, Roxbury ⁷	131,415 67		80,000 00	211,415 67	6,232 78	108,202 75	103,212 92	166,787 08
Horace Mann School-house ⁸	20,816 83		15,000 00	35,816 83	2,663 88	14,547 24	21,269 59	62,730 41
Horace Mann School-house, Furnishing ⁹ . . .	8,000 00			8,000 00			8,000 00	
Primary School-house, Adams and Emerson Districts ¹⁰	23,300 00			23,300 00		11,647 80	11,652 20	
Primary School-house lot, Blossom Street . .		6,000 00		6,000 00			6,000 00	
Primary School house, Dudley District ¹¹ . .	10,000 00			10,000 00		10,000 00		
Primary School-house, Geo. Putnam District ¹²	7,058 88			7,058 88		7,058 88		
Primary School-house, Harrison avenue . . .	114 61			114 61		114 61		48,655 75
Primary School-house, Lowell District ¹³ . .	10,083 85			10,083 85		10,083 85		
Primary School-house, Prescott District . . .	1,597 46			1,597 46			1,597 46	
Prince School-house, Enlargement of yard ¹⁴	1,000 00			1,000 00			1,000 00	14,402 54
School-house, Bunker Hill District	38 70	15,000 00		15,000 00	38 70	8,538 70	15,000 00	
School-house, Glen Road ¹⁵	386 45	8,500 00		8,538 70	386 45	36,386 45		
School-house, Princee District ¹⁶		36,000 00		36,386 45				
<i>Carried forward</i>	\$1,951,135 28	\$4,746,359 49	\$11,201,177 00	\$17,898,671 77	\$1,203,659 22	\$12,636,200 95	\$5,262,470 82	\$11,075,190 71

¹ Transferred from Beacon Hill Reservoir Lot, \$15,000.00.	⁷ Transferred from Police Department,	\$8,000.	¹² Transferred from Beacon Hill Reservoir Lot,	\$7,058.88.
² " " " " " "	" " " " " "	14,000.	" " " " " "	10,000.00.
³ " " " " " "	Beacon Hill Reservoir Lot,	15,000.	" " " " " "	83.85.
⁴ " " " " " "	Police Department,	8,000.	Reserved Fund,	1,000.00.
⁵ " " " " " "	Beacon Hill Reservoir Lot,	23,300.	¹⁴ Transferred from Beacon Hill Reservoir Lot,	38.70.
⁶ Transferred from Police Department,	" " " " " "	10,000.	" " " " " "	386.45.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1883-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,951,135 28	\$4,746,359 49	\$11,201,177 00	\$17,898,671 77	\$1,203,659 22	\$12,636,200 95	\$5,262,470 82	\$11,075,190 71
Walpole-street School-house ¹	2,500 00			2,500 00		2,498 32	1 68	
Winship Primary School Building ²	8,000 00	404 20		8,404 20		8,399 32	4 88	
Sealer of Weights and Measures			10,667 00	10,667 00	766 36	8,121 93	2,545 07	
Sewer Department:—								
Sewer Department ³	11,223 56	61,080 43	268,230 00	340,533 99	22,235 72	290,805 94	49,728 05	100,000 00
Sewers, Ashmont District	54 85			54 85		54 85		
Sewer, Hudson Street		20,000 00		20,000 00	3,870 58	13,333 50	6,666 50	
Sewer, Magazine Street		3,500 00		3,500 00		3,500 00		
Sewer, Meridian Street ⁴		6,688 10		6,688 10		6,688 10		
Sewer, Mount Vernon street ⁵			1,000 00	1,000 00		1,000 00		
Sewers, South Cove District		30,000 00		30,000 00	4,344 17	11,656 93	18,343 07	
Stables and Sheds, Brighton		4,500 00		4,500 00			4,500 00	
Stony-brook Improvement ⁶	23,431 31	2 00	56,000 00	79,433 31	3,188 25	67,872 22	11,561 09	1,059,338 31
Stony-brook, Damages		250,000 00		250,000 00			250,000 00	
Sinking-Fund Commissioners			2,500 00	2,500 00	174 00	2,100 66	399 34	
Soldiers' Relief	47,593 05	85,966 00	30,000 00	163,559 05	10,752 61	95,054 07	68,504 98	
Statues of Grant, Sheridan, and Farragut		42,478 20		42,478 20			42,478 20	
Surveyor's Department			35,000 00	35,000 00	2,930 48	29,050 51	5,949 49	
Treasurer's Department			38,000 00	38,000 00	3,112 84	31,026 24	6,973 76	
Water-Works:—								
Cochituate Water-Works	301,303 00	692,472 79		993,775 79		1,025,039 21	(\$31,263.42 provided for.)	
Running Expenses					34,155 29			
Interest					62,659 50			
Refunded					55 48			
Sinking-Fund								
Additional Supply of Water ⁷	12,248 41	145,000 00		157,248 41	3,699 60	7,202 21	150,046 20	6,524,894 12
<i>Carried forward</i>	\$2,557,489 46	\$6,088,451 21	\$11,642,574 00	\$20,088,514 67	\$1,355,604 10	\$14,239,604 96	\$5,880,173 13	\$18,759,423 14

¹ Transferred from West Newton-st. Lot, \$2,500.
² " " " 8,000.
³ " " " 1,400.
" " " " Sewer, Meridian Street, 5,311.90.
⁴ Transferred to Sewer Department, \$5,311.90.
⁵ Transferred from Incidental Expenses, \$1,000.
⁶ " " Police Department, 56,000.
⁷ Total appropriations, \$7,587,886.80; loans negotiated, premiums on said loans, and transfer from Reserved Fund, \$6,687,886.80; transferred to High Service, \$4,312.44, and to Improvement of Lake Cochituate, \$8,634.04.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90. and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$2,357,489 46	\$6,088,451 21	\$11,642,574 00	\$20,088,514 67	\$1,355,604 10	\$14,239,604 96	\$5,880,173 13	\$18,759,423 14
Extension of Mains, etc.	8,009 14	350,000 00		358,009 14	8,423 52	273,537 31	84,471 83	
High Service ¹	16,748 81	100,000 00		116,748 81	1,247 70	13,058 98	103,089 83	737,222 61
Improvement of Lake Cochituate ²	18,450 03			18,450 03	8,767 20	12,275 83	6,174 20	72,459 84
Introduction of Meters and Inspection : —								
Cochituate Water-Works	19,465 22			19,465 22	9 80	12,695 77	6,769 45	
Mystic Water-Works	886 56			886 56		143 75	742 81	
Protection of Water Supply	50,000 00			50,000 00			50,000 00	
Shops, Albany Street, C. W. W.		60,000 00		60,000 00	85 48	228 31	59,771 69	
Mystic Water-Works	25,457 19	116,993 04		142,450 23		180,833 63	(38,383.40 pro- vided for.)	
Running Expenses					18,526 10			
Interest					12,360 00			
Proportions paid under con- tracts					4,793 10			
Refunded					5 33			
Sinking-Fund								
West Boston and other Bridges								
West Newton-street Lot ³								
Widening and Extending Streets : —								
Widening Streets ⁴	44,848 69			71,848 69	1,134 06	35,519 48	36,329 21	
Bell Street	3,000 00			3,000 00		1,758 37	1,241 63	
Bothnia Street, Laying out			5,000 00	5,000 00	1,000 00	5,000 00		
Commonwealth Avenue	111,000 00			111,000 00		15,337 94	95,662 06	29,337 94
<i>Carried forward</i>	\$2,655,355 10	\$6,715,444 25	\$11,689,241 00	\$21,060,040 35	\$1,413,389 26	\$14,798,305 29	\$6,331,381 88	\$19,598,443 53

¹ Transferred from Additional Supply of Water, \$4,312.44.

² Transferred from Additional Supply of Water, \$3,634.04.

³ Transferred to Public Library, \$1,653.60.
Sewer Department, \$1,400.
Steam Launch, \$5,000.

Telephonic Communication between Long, Rainsford, and Deer Islands, \$4,000.
Walpole-street School-house, \$2,500.
Winship Primary School Building, \$8,000.

⁴ Transferred from Tufts-street Extension, \$15,500.

APPROPRIATIONS, CONCLUDED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	Feb. Draft, including Treasurer's payments in January.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including Feb. Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$2,655,355 10	\$6,715,444 25	\$11,689,241 00	\$21,060,040 35	\$1,413,389 26	\$14,798,305 29	\$6,331,381 88	\$19,598,443 53
Green's Alley, Widening	2,650 00			2,650 00		2,100 00	550 00	5,450 00
Greenwood-Street Extension	500 00			500 00			500 00	7,000 00
Ham's Court, Charlestown, Laying out			7,000 00	7,000 00			7,000 00	
Heath Street, Laying out			9,000 00	9,000 00			9,000 00	
Hollis Place	1,500 00			1,500 00		1,400 00	100 00	10,900 00
Humboldt-Avenue Extension	421 16			421 16			421 16	37,078 84
Hunnehan Street, Grading, etc.			8,000 00	8,000 00			8,000 00	
L Street, Grading, etc.			10,000 00	10,000 00	138 23	6,909 62	3,090 38	
Shirley-Street Extension			2,000 00	2,000 00			2,000 00	
Stanford-Street Extension	219 88			219 88		101 00	118 88	173,881 12
Talbot Avenue	3,168 98			3,168 98		3,168 00	98	24,999 02
Tufts-Street Extension i	44,500 00			44,500 00		44,500 00		
Ward Street	1,075 00			1,075 00		375 00	700 00	6,300 00
Webster Street	11,267 93			11,267 93	5,563 68	11,267 93		60,000 00
Widening Commercial Street	1,796 83			1,796 83			1,796 83	487,703 17
Willard-Street Extension	6,800 00			6,800 00		25 00	6,775 00	5,725 00
	\$2,729,254 88	\$6,715,444 25	\$11,725,241 00	\$21,169,940 13	\$1,419,091 17	\$14,868,151 84	\$6,371,435 11	\$20,417,480 68
						Less provided for	69,646 82	
							\$6,301,788 29	

1 Transferred to Widening Streets, \$15,500.

CITY OF



BOSTON.

MESSAGE OF MAYOR

TRANSMITTING

OFFICIAL COMMUNICATIONS RELATING TO ELECTRIC WIRES AND LIGHTS.

CITY OF BOSTON,
EXECUTIVE DEPARTMENT.

To the Honorable the City Council: —

GENTLEMEN, — For the information of the honorable the City Council, and of the public, I transmit herewith official communications relating to electric wires and lights; and to the letters from the Mayor of Bangor, from the Electrical Bureau of Philadelphia, and the Fire Department of Chicago, I add a letter addressed by the Mayor of Dunkirk, in 1888, to Prof. R. T. Ely. The letters should be printed for the use of the City Council and the public.

Respectfully,

THOMAS N. HART,
Mayor.

FEB. 3, 1890.

CITY OF CHICAGO,
FIRE DEPARTMENT, Jan. 29, 1890.

HON. THOMAS N. HART, *Mayor, Boston, Mass.: —*

DEAR SIR, — In reply to yours of the 20th inst., regarding underground wires, in replying to same, possibly a brief history of our underground system will not be amiss. The inception of our underground system occurred in 1878; this department erected a new pole route through one of Chicago's select residence districts. The residents strenuously

objected to poles, and a committee of their number waited upon me in reference to the matter. I stated to them that the line might be placed underground, but that the city did not furnish the means for so placing it. They volunteered to defray the expense, and 840 feet of two-inch wrought-iron pipe was laid about three feet below the surface, and the exterior of the pipe was treated with a liberal amount of tar and linseed-oil. Through this pipe two Kerite wires were pulled. These wires are in service to-day, and are giving as good service as the day they were placed underground. We have never had occasion to touch them; never had a ground, cross, or break on them, and they have not deteriorated to any appreciable extent. From this date on, the underground question was agitated, and in 1883 the common council passed an ordinance requiring all electric conductors to be placed underground. In accordance with this ordinance, the various companies doing business in the city, after exhausting all means to evade it, adopted various systems for placing their wires underground, and have been removing their aerial wires and placing them underground as rapidly as circumstances will permit. The city took the initial step, and have, up to date, placed about 200 miles of wire underground, and 120 miles of electric-light cable.

The wire, so placed underground, embraces all branches of service; viz., telegraph, telephone, police, and fire-alarm, etc. In 1887 it was decided to install an arc plant for lighting the bridges, viaducts, and the Chicago river. The cable was placed in two-inch iron pipe and laid underground between the dock and building line, and divided into four circuits from three to five miles in length, operating one hundred and five 2,000 candle-power arc lights. The following year a street-lighting plant was installed and consolidated with the original plant, making 12 circuits from one to five and one-half miles in length. The potential of the original four was from 800 to 1,100 volts; the 12 now in circuit range from 350 to 1,100 volts. Each conductor carries a current of from 18 to 20 ampères. The apparatus used is of the low-tension pattern. We have in use five different sizes and makes of cable; viz., Patterson, Cobb, Waring, Kerite, and Okonite. The cables for street-lighting plant were placed in conduits of various kinds, viz.:—

Iron pipe laid in the earth without other protection.

Iron pipe laid in concrete.

Iron pipe, cement lined, laid in concrete.

Dorsett conduit, which consists of multitubular blocks of bituminous concrete about four feet long.

Man-holes are built of brick, and are placed from 235 to

450 feet apart, of a rectangular shape, averaging about 46 inches long by 40 inches wide, and from $4\frac{1}{2}$ to 9 feet deep, with double iron cover, one of which is set below the grade, and made water-tight by packing, the other set on a level with the street. All the iron pipe was carefully plugged to remove burrs, and reamed at the ends, and laid with a pitch or difference of grade of from six inches to one foot between man-holes.

The conduits are practically gas and water tight. In support of the practicability of underground wires I desire to submit the following facts:—

We have had in service on one of the city telegraph lines for the past 12 years, 840 feet of underground wires placed in iron pipe, which has not materially deteriorated.

We have had in successful operation for the past two years, a circuit about five miles in length, carrying a current of 18 ampères at a potential of from 1,000 to 1,100 volts.

We have had in successful operation for the past year, 53 miles of electric-light cable which has not given us any trouble. In the various circuits used for the city telegraph, telephone, and electric lighting, we have wires and cables made by five different companies, over six miles of conduit, man-holes, hand-holes, etc., and have not had a "burn out" or "gas explosion."

The Chicago Arc Light and Power Company, who do commercial lighting, are successfully working exclusively underground currents at a potential of from 2,500 to 3,000 volts.

The longest circuit in use by that company is seven miles, and entirely underground, and is carrying 2,500 volts. Two circuits have been connected by the company carrying 3,741 volts, and run all night without injury.

Encouraged by the success of the street-lighting plant which was installed last year, it was decided to light the entire city in similar manner. The city was divided into 12 electric-light districts; each district to have a power-station located as near the centre as possible; from each power-station a main subway to be built extending across the district from boundary line to boundary line, decreasing in duct space from power-station towards the boundary line; from these, feeder connections are made to the lamps. On all streets where fire or police boxes, engine-houses or police stations are located, enough duct space has been provided to accommodate the underground wires necessary for these departments. During the past year this department has built 13,838 feet of main subways, some consisting of multi-tubular blocks of bituminous concrete laid on concrete foun-

dation of Portland cement, sand, and limestone screenings; some consisting of multitubular blocks of bituminous concrete surrounded on all sides with three inches of concrete composed of Portland cement, sand, and limestone screenings; some consisting of wrought-iron cement-lined pipe laid in concrete composed of Portland cement, sand, and granite screenings. Also laid 292,552 feet of two-inch iron pipe under sidewalk space for feeders, drew into subways and feeders 66 miles of electric-light cable, erected 366 lamp-posts and built three power-houses, equipped with the necessary machinery and electrical apparatus. Three-fifths of the electrical apparatus is of the high-tension pattern. In contracting for electric-light cables a guarantee was required that the insulation resistance should not be less than 500 megohms per mile, and that they should not materially deteriorate for the space of two years after being in service on an electric-light circuit having a voltage of from 2,500 to 3,000 volts, and a current of from 9 to 12 ampères, or a voltage of from 900 to 1,200 volts, and a current of from 18 to 20 ampères; cables placed in conduit by bidder. An electric-light post possessing some peculiar advantages has been designed and adopted. It consists of a hollow iron base extending from the sidewalk to a height of seven feet, a hollow wooden pole extending through the iron base to a height of nine feet above the iron base, the wooden pole being firmly secured to the top and bottom of the iron post. There are two doors on opposite sides of the iron base at a height of five feet from the sidewalk and removable panel near the bottom, a frame and hood extending from the top of the wooden pole and having but one standard or support. Inside of one of the doors is placed a wooden box containing a double pole arc-light switch. In the other there is a receptacle for a fire-alarm box. The panel can be removed to facilitate the handling of cables. The advantages of this pole are many: First and preëminent in importance is the safety it offers to human life, as in the case of accident to the lamp the workman can entirely disconnect it from the rest of the circuit without a possibility of contact with the conductor by throwing the switch near the base of the pole; the wooden pole is a semi-insulator, and is much safer to work from than an iron pole, should it be necessary to regulate the lamp while burning. The hollow space between the iron and wooden pole offers a receptacle not only for an electric-light switch and fire-alarm box, where the latter is needed, but if in the future the city should need incandescent lights for city or private use, there is room for a converter by which a high-tension current can be changed into a low-tension current for

incandescent lighting. The single standard or support for the lamp only gives off one shadow, and that can be directed against the part of the nearest building where it will be the least objectionable. I enclose cut of post and lamp.

I consider it practicable to place electric conductors underground, and think it is the only safe place for heavy conductors such as are required for the transmission of light and power. Our experiments with underground wires commenced in the early stages of the art, and up to the present time have been very successful, and I have no hesitation in asserting that we can work them to as high a voltage as would be considered safe on aerial lines. The only objection I can raise to them is the matter of first cost.

I have given you all the information in my possession on the subject, and if I can aid you further, command me.

Yours respectfully,

JOHN P. BARRETT,

Superintendent.

PHILADELPHIA, Jan. 23, 1890.

HON. THOMAS N. HART, *Mayor, Boston, Mass.*: —

DEAR SIR, — Replying to yours of 20th inst.: This bureau, several years ago, laid some cables underground for arc-light purposes, and has extended the service each year since. We have had no trouble with cables laid in the past year, nor have they cost the city one dollar for repairs during that time. All danger from accident is entirely removed in their use, except from gross carelessness in handling the wires at the lamps or in making joints. I consider that the use of well-insulated underground cables is far safer than that of overhead wires, and there is no real cause why accidents should occur from their use. The cost of construction is much greater than for the overhead system, but for repairs and maintenance it is far less. Where the conductors are underground, they are free from all contact with other wires; while overhead wires are liable to be broken from various causes, and come in contact with high-power wires, from which loss of life or destruction of property may result. The success of working high-tension current underground in this city is an absolute fact, and if it is doubted an inspection of the service would convince any reasonable person of the correctness of this statement. Had I the power I would not permit an electric-light wire to be erected aboveground in the thickly built up portion of the city, as by so doing

many lives would be saved that are now constantly in danger by coming in contact with their deadly current from unforeseen sources. A better and more reliable service would also be secured, free from interruption from any of the many causes to which overhead wires are subjected. Trusting that this may give the desired information, I remain,

Yours truly,

D. R. WALKER,

Chief of Bureau.

CITY OF BANGOR, ME., MAYOR'S OFFICE,
Jan. 18, 1890.

HON. THOMAS N. HART, *Mayor of Boston*: —

DEAR SIR, — In response to your request of January 8, will say: —

Our electric-light plant, owned and operated by the city, is a success in every particular, and far exceeds the expectations of even the most sanguine. It consists of 165-light-dynamo capacity, with 140 lights actually placed in the streets, — all but 7 being on mast arms; 3 circuits; total miles wires, 36, run on poles; 2,000 C. P. lamps; good quality of wire, well insulated. We tried to have everything of good quality and work well done, and think we succeeded fairly well; and our total cost, including steam-engine and boiler to be used in cases of emergency, has been about \$33,000.

Our cost of operation, running all night every night, and making a liberal allowance for wear and tear, will not be far from \$6,500 per year, or *13 cents per night per light*. This low cost is of course due to the fact that our plant is operated by water-power owned by the city. We have steam auxiliary, however, and if operated by steam entirely our cost *would not exceed 25 cents per night*, and probably not be much over 20 cents. I believe any city, situated as favorably for fuel as Boston, can operate its own plant by steam for not exceeding 25 cents per night for 2,000 C. P. arc lights, including all expenses for wear and tear, and prices heretofore charged by private companies for this service are outrageous. I know the arguments that are put forth in their interest and the means taken to influence and frighten the average citizen, and particularly the member of the city government, for I have just been through it all. If you are inclined to investigate this subject to any great extent, I would suggest a pamphlet, "Municipal Lighting," by Fred

H. Whipple, Detroit, Mich., as likely to be of great help, and shall be pleased to give you such details of construction and operation of our plant as you may desire.

Should have replied to your request earlier, but have been confined to the house by sickness for some time, and this is the first work I have done.

Yours very truly,

C. F. BRAGG,

Mayor.

MAYOR'S OFFICE, DUNKIRK, N.Y.,

Dec. 1, 1888.

PROF. R. T. ELY:—

DEAR SIR, — Your letter, dated the 26th ultimo and post-marked the 29th, did not reach me until this morning. I hasten to reply. The cost of each arc light per night, running all night and every night, is $13\frac{1}{2}$ cents. Enclosed I send you detailed statement of same. The capacity of the arc light is 2,000-candle power, and they are 55 in number. The system is the Western Electric of Chicago, and we claim we are having better results than they are having in Erie or Buffalo (45 cents). We are greatly pleased with our system. Our plant, complete, cost \$11,025.31. This includes two Rice engines of 50-horse power each, two dynamos of 35 arc lights each, and all the necessary apparatus. The length of the line is about eleven miles. In order to make sufficient room for the plant in the water-works building, an addition was made at an expense of \$1,630.50, making the total cost of plant and building \$13,338.71. You are aware our city owns and operates its water plant, and the great saving comes from the city owning and operating both plants. No extra labor is required but a lineman, for whose services we pay \$45 per month. The same engineers, firemen, and superintendent operate both plants, and the same boiler power is used. I saw the superintendent this morning, after the receipt of your letter, and he assures me the cost per night can be reduced below $13\frac{1}{2}$ cents. If I can be of any further service to you, please write me.

Very truly yours,

WM. BOOKSTAUR,

Mayor.

EXTRACT FROM REPORT OF C. J. CARNEY, SUPERINTENDENT OF
MACHINERY, FOR MONTH OF OCTOBER, 1888.

Average number of lights run during month, 55 arc L.

Total amount of coal consumed, 137,777 lbs.,

at	\$1 65 per ton.	\$113 55
Number of carbons used, 3,412, at	11 00 per M.	38 28
6 gallons cylinder oil used	90	5 40
5 " lub. oil	35	1 75
6 globes used	1 00	6 00
10 carbon-holders used	25	2 50
6 brushes	1 00	6 00
20 lbs. of waste	09	1 80
Amount paid for labor		50 00

Total cost for October	\$225 28
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Total hours run, 364 $\frac{1}{6}$.

Total cost of running 55 arc lights 364 $\frac{1}{6}$ hrs.	\$225 28
--	----------

Total cost of running 55 arc lights 1 "	62
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Total cost of running 1 arc light 1 "	1 $\frac{1}{8}$
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The actual price per ton for the coal was \$1.60, delivered. The additional five cents, as allowed by Mr. Carney, was intended to cover waste. The fireman had extra help after a storm in October, which accounts for the extra \$5 in labor, and the globes were to replace broken ones.

JOHN MADEGAN,

Per B. W. C.

IN BOARD OF ALDERMEN, Feb. 3, 1890.

Ordered to be printed and sent down.

WM. POWER WILSON,

Chairman.

CITY OF



BOSTON.

ANNUAL REPORT

OF THE

INSPECTOR OF PROVISIONS,

JANUARY, 1890.

JANUARY 1, 1890.

HON. THOMAS N. HART, *Mayor of Boston* : —

DEAR SIR, — Pursuant to the provisions of Chapter 4, Section 17, of the Revised Ordinances, I herewith present my annual report, giving in detail the quantity of the various articles of food that it has been found necessary to seize and destroy during the year 1889, and is as follows : —

3,379	lbs.	veal (immature).
870	“	veal (tainted).
14,445	“	poultry.
163	“	pork.
4,574	“	fish.
36,740	“	dates.
624	“	mutton.
1,158	bbls.	potatoes.
180	“	cabbage.
1,343	“	spinach.
9	“	peas.
33	“	beans (string, wax, and C).
10	“	cucumbers.
1	bbl.	lobsters.
2	bbls.	lettuce.

2	bbls.	radishes.
1	bbl.	kale.
1	"	oranges.
12	bbls.	pears.
4	"	apples.
7	"	pineapples.
103	"	canteloupes.
3	"	egg-plant.
14	"	cauliflower.
4,472	boxes	beans (string, wax, and C).
416	"	peas.
24	"	oranges.
60	"	summer squash.
53	"	apples.
28	"	peaches.
40	"	cucumbers.
55	"	tomatoes.
329	quarts	strawberries.
1,076	"	berries (blue and black).
25	gallons	oysters.
2,585	dozen	eggs.
59	baskets	peas.
120	jars	lobsters.
120	cans	corn.
24	"	tomatoes.
72	"	sardines.
16	baskets	grapes.
48	curlew.	
196	rabbits.	

The expenditure for the calendar year has been two thousand two hundred $\frac{30}{100}$ dollars (\$2,200.30), and for the following objects : —

Support of horse, carriage and harness repair- ing, etc.	\$391 43
Printing, stationery, postage-stamps, fuel, janitor, and incidentals	76 79
Analyses	32 08
Salary	1,700 00
	\$2,200 30

Of the sum appropriated for the financial year 1889-1890, there remains unexpended eight hundred fifty-nine $\frac{76}{100}$

dollars (\$859.76), which I believe is sufficient for the needs of the department for the remainder of the financial year.

Considerable difficulty has been experienced in carrying out the provisions of Section 2 of Chapter 58 of the Public Statutes, because of the doubtful meaning of said section, and I would suggest that it be so amended as to place the expense of removing articles seized as unfit for food under this section upon the owner or person in whose custody they may be found at the time of seizure.

Respectfully submitted,

WILLIAM MACKIN,

Inspector of Provisions.



CITY OF



BOSTON.

ANNUAL REPORT

OF THE

SUPERINTENDENT OF FANEUIL HALL MARKET.

FEBRUARY 4, 1890.

HON. THOMAS N. HART, *Mayor*:—

DEAR SIR, — In conformity to Chapter 4, Section 17, Revised Ordinances, I herewith submit my annual report of the expenditures in the Market Department for the year ending Dec. 31, 1889:—

Amount paid as salary to George E. McKay, superintendent	\$2,500 00
Amount paid as salary to Samuel Warden, deputy	1,500 00
Amount paid as salary to Charles H. Webster, weigher	800 00
Amount paid as salary to 3 police officers, \$1,095,	3,285 00
Amount paid for extra police	314 00
Amount paid for gas used at markets	818 22
Amount paid for incidental expenses	409 65
Total expenditures	<u>\$9,626 87</u>

The unexpended balance of the appropriation for
markets is \$2,734 11

In connection with this report I would respectfully recommend that the pay of the police officers in this department be increased to \$1,200 per year. The pay of these officers has

always been regulated by the amount paid the regular police, and as their duties are in every respect as arduous, I feel that they are entitled to this increase. I would also recommend that the pay of the weigher at the city scales be increased to \$1,000 per annum.

The use of electric lights in the markets has been agitated for several years, and on the first of January, 1890, the Edison Electric Light Company asked for and received permission to wire and fit up the passageways of the markets for lighting by incandescent lights. This was done by the Edison Company for the purpose of showing what the effect would be by this system of lighting. It has given general satisfaction, and meets the approval of the lessees, who have agreed (almost unanimously), if this system can be continued, to furnish such lights as may be needed in their stalls at their own expense. It has been a regulation of the market since its opening to furnish each stall with two lights at the expense of the city. Should this system meet the approval of the city government, there will be an expense attending its introduction for wiring, etc., which is estimated will not exceed \$1,700. Should the system of lighting by gas be continued, the pipes in the markets should be renewed, as those now in service have been used nearly forty years, and in many places are badly corroded and filled up. From estimates I have received, the expense for repiping would be from \$2,200 to \$2,500. A large part of this expense, both for wiring and repiping for gas, is caused by the necessity for doing this work after the hours for closing the market. I am of the opinion that it would be for the interests of the city, and recommend the adoption of the system of lighting the passageways of the markets by incandescent lights, and that the lessees provide such light as they may use inside their stalls at their own expense.

Yours respectfully,

GEORGE E. McKAY,

Supt. Faneuil Hall Market.

CITY OF



BOSTON.

ANNUAL REPORT

OF THE

LAW DEPARTMENT,

JANUARY 31, 1890.

OFFICE OF THE CORPORATION COUNSEL,
Jan. 31, 1890.

HON. THOMAS N. HART, *Mayor*: —

DEAR SIR, — In compliance with your request, expressed in circular No. 36, for an account of the work done by this department for the year 1889, I have the honor to say: —

That, in respect to the work which has especially devolved upon the Corporation Counsel, he has, during the last eleven months of the year, after he assumed the duties of that office, given to the Mayor, the City Council, and the different branches thereof, to boards and heads of departments, including the School Committee and the Board of Police, one hundred and eighty-one (181) formal opinions in writing on questions of law, mostly arising upon the construction of statutes, ordinances, and orders of the City Council. In addition thereto he has attended on committees, and given opinions and advice orally to them, and to boards, heads of departments, etc. He has also passed upon the question of the liability of the city in a very large number of claims presented by the Committee on Claims and other committees, and also upon the legality, as to form, of the contracts requiring the signature of the Mayor, and has in many cases drafted new forms of contracts and new forms of orders.

In addition to the questions which have heretofore arisen under the election laws, the number of such questions was last year largely increased by the new ballot act.

Several unusual questions of importance to the city came up during the year, among which were those pertaining to the

alteration of the Charles-river bridges, to the overhead electric system of motive-power for street railways, and to electric lighting.

Referring to the work more immediately under the charge of the City Solicitor, on Jan. 1, 1889, there were pending in the various courts of the State 348 actions and legal proceedings, in which the city was interested, under the charge of this office. Between Jan. 1, 1889, and Jan. 1, 1890, 195 new actions were brought, and 161 of the pending cases were disposed of by trial or settlement, among which were several important cases of long standing involving large amounts. These figures do not include the numerous trustee cases, in all of which the city was represented by this department.

Besides the charge of cases in the courts, the department had charge of the interests of the city in matters before the Legislature, requiring the almost constant attendance of the City Solicitor before committees during at least three months of the year; the preparation and presentation of bills and orders; and examination of bills and orders prepared by others.

Many of the contracts entered into by the city have been drafted, or revised, and written out in the office, and the bonds accompanying them. Of the agreements of indemnity to the city, given by persons to whom the Board of Aldermen have granted privileges in streets (very many in number), some have been drafted, and all have been examined and approved in this office, as also bonds of various officers and other similar papers.

In respect to the work more immediately devolving upon the conveyancers, they have made 125 deeds and releases to or from the city, examined 80 titles to lands taken or purchased by the city, and made numerous investigations of the rights of the city under tax titles and sales for betterments and other assessments, and very many other investigations of records at the request of the Law or other departments.

In addition to the foregoing, the work of revising the ordinances of the city has also devolved upon this department, a work which has heretofore been done by commissioners specially appointed for that purpose. The revision is nearly ready for publication.

The above is not a statement of all the work performed by the Law Department during the year, but, I trust, is sufficiently full to be a substantial compliance with your request.

Very respectfully submitted,

J. B. RICHARDSON,
Corporation Counsel.

CITY OF



BOSTON.

REPORT

OF

COMMITTEE ON FINANCE,

AND ORDERS FOR A LOAN OF FIVE HUNDRED AND
SEVENTY-FOUR THOUSAND DOLLARS FOR
VARIOUS MUNICIPAL PURPOSES.

CITY OF BOSTON,
IN COMMON COUNCIL, Feb. 6, 1890.

The Committee on Finance, to whom were referred certain orders and requests for additional appropriations, having considered the same, respectfully recommend the passage of the accompanying orders.

For the Committee,
HORACE G. ALLEN.

IN COMMON COUNCIL, Feb. 6, 1890.

Accepted.

Attest :

JOSEPH O'KANE,
Clerk of the Common Council.

Ordered, That the city treasurer be directed to issue and sell registered certificates of indebtedness of the city for the aggregate sum of five hundred and seventy-four thousand dollars, such certificates to be made payable at the office of the said treasurer, on Jan. 1, 1900, with interest at the rate of three and one-half per centum per annum, payable semi-

annually, on the first days of January and July of each year, and to be dated and interest to commence on the day when the said certificates are delivered, and the money received; and said amount is hereby appropriated for the following purposes, viz. :—

Armories	\$6,000 00
Board of Health	5,000 00
Bridges :—	
Running expenses	\$10,000 00
Federal-street bridge	50,000 00
	60,000 00
Common and public grounds	15,000 00
City Hospital, convalescent home, purchase of,	30,000 00
Incidental expenses	6,000 00
Inspection of Buildings	13,500 00
Paving, Dorchester avenue	37,500 00
Police Department, to make good transfers	170,000 00
Public Institutions :—	
House of Industry	\$10,000 00
Pauper expenses	15,000 00
	25,000 00
Registration of voters	8,000 00
Sewers :	
Rebuilding Dorchester brook	
sewer	\$50,000 00
Sewer, Decatur street	12,000 00
	62,000 00
Widening streets :—	
Bedford and Kingston streets	56,000 00
Chauncy street, between Bedford street and	
Rowe pl.	80,000 00
Total	<u>\$574,000 00</u>

Ordered, That any premiums or gain obtained by the treasurer in the negotiation or sale of said certificates of indebtedness, shall be paid to the Board of Commissioners of Sinking-funds, for the redemption of said debt.

IN COMMON COUNCIL, Feb. 6, 1890.

Assigned to the next meeting and ordered to be printed.

Attest :

JOSEPH O'KANE,

Clerk of the Common Council.

CITY OF



BOSTON.

TWENTY-THIRD ANNUAL REPORT

OF THE

CITY ENGINEER,

FOR THE YEAR 1889.

OFFICE OF THE CITY ENGINEER, CITY HALL,
BOSTON, Jan. 15, 1890.

To the Honorable City Council: —

In compliance with the seventh section of the ordinance relating to the Engineer's Department, the following report of the expenses and operations of the department for the year 1889 is respectfully submitted: —

The duties of the City Engineer may be classified under the following heads: —

A. — Those pertaining to the City Engineer's Department proper, which consist in examination and supervision of structural repairs of bridges; in designing and superintending the construction of new bridges, retaining-walls, city wharves, etc., and in miscellaneous engineering work called for by the City Council. (City Engineer's Department.)

B. — Superintendence of the Sudbury-river, Cochituate, and Mystic Water-Works, including charge of new constructions for these works. (Water-Works.)

C. — Charge of the construction of a system of intercepting and outlet sewers. (Improved Sewerage, or Main Drainage.)

D. — Charge of the engineering work in connection with the Back-Bay and other proposed parks. (Parks.)

The expenses incurred under the head C are paid wholly from a special appropriation.

A. — CITY ENGINEER'S DEPARTMENT.

The following is a statement of engineering expenses from January 1, 1889, to January 1, 1890 :—

Amount expended from department appropriation for 1888-89	\$10,203 64
Amount expended from department appropriation for 1889-90	25,407 22
Total	\$35,610 86

Condition of department appropriation :—

Amount of appropriation for financial year 1889-90	\$35,000 00
Amount expended to January 1, 1890	25,407 22
Unexpended balance, January 1, 1890	\$9,592 78

CLASSIFICATION OF EXPENSES.

Salaries of City Engineer, assistants, draughtsmen, transitmen, levellers, rodmen, etc.	\$32,152 12
Engineering instruments and repairs of same	478 15
Drawing-paper, and all materials for making plans	327 35
Stationery, printing-stock, note-books, postage, etc.	293 56
Reference library, binding books, and photographs of works	622 59
Printing	193 60
Travelling expenses (including horse-keeping, repairs on vehicle, etc.)	587 64
Telephone service	126 00
Furniture cases for plans and books, etc.	419 00
Blue-process printing	118 48
Incidental expenses, and all other small supplies	292 37
Total	\$35,610 86

The number of persons employed and paid from the department appropriation was, on the 1st of January, 1889, 21; the present number (including the City Engineer) is 20.

The operations of the department for the year, together with such general information relating to the various works and structures, finished and in progress, as is thought to be of interest, are given in the following statements :—

BRIDGES.

In accordance with Section 5, Chapter 18, of the Revised Ordinances, the estimates of cost of repairs submitted by the Superintendent of Bridges has been revised and reported upon, and structural repairs required have been ordered and supervised.

As required by Section 4 of the above, examinations have been made of all highway bridges within the city limits, and the usual routine work of superintending the repairs made by the Bridge Department upon those in its charge has been done.

LIST OF BRIDGES INSPECTED.

Five bridges have been added to the list this year, namely :—

Bolton-street Bridge, over N. Y. & N. E. Railroad ; Byron-street Bridge, over Boston, Revere Beach, & Lynn Railroad ; Cottage-street Foot-bridge, over flats, East Boston ; Leyden-street Bridge, over Boston, Revere Beach, & Lynn Railroad on Breed's Island ; and Harvard Bridge, over Charles river.

In the list; those signed with an asterisk are over navigable waters, and are each provided with a draw.

I. — BRIDGES WHOLLY SUPPORTED BY BOSTON.

Agassiz road, in Back Bay Fens.

Ashland street, Ward 23, over Boston & Providence Railroad.

Athens street, over New York & New England Railroad.

Beacon Entrance, Back Bay Fens, over Boston & Albany Railroad.

Beacon street, over outlet to Back Bay Fens.

Beacon street, over Boston & Albany Railroad.

Berkeley street, over Boston & Albany Railroad.

Berkeley street, over Boston & Providence Railroad.

Blakemore street, over Boston & Providence Railroad, Ward 23.

Bolton street, over New York & New England Railroad.

Boylston street, in Back Bay Fens.

Boylston street, over Boston & Albany Railroad.

*Broadway, over Fort Point Channel.

- Broadway, over Boston & Albany Railroad.
 Brookline avenue, over Boston & Albany Railroad.
 Byron street, over Boston, Revere Beach, & Lynn Railroad.
 *Charles river, from Boston to Charlestown.
 *Chelsea (south), over South Channel, Mystic river.
 *Chelsea street, from East Boston to Chelsea.
 Columbus avenue, over Boston & Albany Railroad.
 *Commercial point, or Tenean, Ward 24.
 Commonwealth avenue, in Back Bay Fens.
 *Congress street, over Fort Point Channel.
 Cottage-street foot-bridge, over Flats, East Boston.
 Dartmouth street, over Boston & Albany and Boston & Providence Railroads.
 *Dover street, over Fort Point Channel.
 *Federal street, over Fort Point Channel.
 Ferdinand street, over Boston & Albany Railroad.
 Franklin-street foot-bridge, over Boston & Albany Railroad.
 Huntington avenue, over Boston & Albany Railroad.
 Leyden street, over Boston, Revere Beach, & Lynn Railroad.
 Linden Park street, over Stony brook.
 *Malden, from Charlestown to Everett.
 *Meridian street, from East Boston to Chelsea.
 *Mt. Washington avenue, over Fort Point Channel.
 Neptune road, over Boston, Revere Beach, & Lynn Railroad.
 Newton street, over Boston & Providence Railroad.
 Public Garden foot-bridge.
 Shawmut avenue, over Boston & Albany Railroad.
 Swett street, east of New York & New England Railroad.
 Swett street, west of New York & New England Railroad.
 *Warren, from Boston to Charlestown.
 West Chester Park, over Boston & Albany Railroad.
 West Chester Park, over Boston & Providence Railroad.
 West Rutland square foot-bridge, over Boston & Providence Railroad.
 Winthrop, from Breed's Island to Winthrop.

II. -- BRIDGES OF WHICH BOSTON SUPPORTS THE PART WITHIN ITS LIMITS.

- *Cambridge street, from Brighton to Cambridge.
 Central avenue, from Ward 24 to Milton.
 *Chelsea (north), from Charlestown to Chelsea.
 *Essex street, from Ward 25 (Brookline) to Cambridge.
 *Granite, from Dorchester, Ward 24, to Milton.

Longwood avenue, from Ward 22 to Brookline.

Mattapan, from Ward 24 to Milton.

Milton, from Ward 24 to Milton.

*Neponset, from Ward 24 to Quincy.

*North Beacon street, from Brighton to Watertown.

*North Harvard street, from Brighton to Cambridge.

Spring street, from West Roxbury to Dedham.

*Western avenue, from Brighton to Cambridge.

*Western avenue, from Brighton to Watertown.

III. — BRIDGES OF WHICH BOSTON PAYS A PART OF THE COST OF MAINTENANCE.

Albany street, over Boston & Albany Railroad.

*Canal, from Boston to Cambridge.

Dorchester street, over Old Colony Railroad.

*Harvard, from Boston to Cambridge.

*Prison Point, from Charlestown to Cambridge.

*West Boston, from Boston to Cambridge.

IV. — BRIDGES SUPPORTED BY RAILROAD CORPORATIONS.

1st. — Boston & Albany Railroad.

Commonwealth avenue, Brighton.

Harrison avenue.

Market street, Brighton.

Tremont street.

Washington street.

2d. — Boston & Maine Railroad, Western Division.

Mystic avenue.

Main street.

3d. — Boston & Maine Railroad, Eastern Division.

Mystic avenue.

Main street..

4th. — Boston, Revere Beach, & Lynn Railroad.

Everett street.

5th. — New York & New England Railroad.

Broadway.

Dorchester avenue.

Fifth street.

Forest Hills avenue, Ward 24.

Fourth street.
 Harvard street, Ward 24.
 Norfolk “ “ “
 Norfolk “ “ “
 Second street.
 Silver street.
 Sixth street.
 Third street.
 Washington street, Ward 24.

6th. — Old Colony Railroad.

Adams street.
 Ashmont street and Dorchester avenue.
 Cedar Grove Cemetery.
 Commercial street.
 Savin Hill avenue.

7th. — Old Colony Railroad, Providence Division.

Beech street, Ward 23.
 Bellevue street, Ward 23.
 Canterbury street, Ward 23.
 Centre street, or Hog Bridge, Ward 23.
 Centre and Mt. Vernon streets, Ward 23.
 Dudley avenue, Ward 23.
 Park street, Ward 23

RECAPITULATION.

I.	Number wholly supported by Boston	46
II.	Number of which Boston supports the part within its limits	14
III.	Number of which Boston pays a part of the cost of maintenance	6
IV.	Number supported by railroad corporations : —	
1.	Boston & Albany	5
2.	Boston & Maine, Western Division	2
3.	“ “ Eastern Division	2
4.	Boston, Revere Beach, & Lynn	1
5.	New York & New England	13
6.	Old Colony	5
7.	“ “ Providence Division	7
	Total number	101

I. — BRIDGES WHOLLY SUPPORTED BY BOSTON.

AGASSIZ-ROAD BRIDGE IN BACK BAY FENS.

This is a new bridge, built in 1887, of brick and stone masonry, and was opened to the public on Oct. 2, 1888. It is maintained by the Park Department, and is in good condition.

ASHLAND-STREET BRIDGE (OVER BOSTON & PROVIDENCE RAILROAD, WARD 23).

The present structure is of iron, and was built in 1875. The iron-work and fences should be painted; otherwise it is in good condition.

ATHENS-STREET BRIDGE (OVER NEW YORK & NEW ENGLAND RAILROAD).

This is an iron bridge, and was built in 1874.

It is very rusty; it should be stripped, painted, and wood-work renewed.

BEACON-ENTRANCE BRIDGE (IN BACK BAY FENS, OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge, and was built in 1881-82.

It is maintained by the Park Department, and is in good condition. It has been painted.

BEACON-STREET BRIDGE (OVER OUTLET OF BACK BAY).

This is an iron bridge, built in 1880-81, and is in good condition.

BEACON-STREET BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge; it was built in 1884-85, and was widened in 1887-88.

It has been painted, and is in good condition.

BERKELEY-STREET BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge. It was built by the Boston Water Power Company, and was accepted by the city in 1869.

Slight repairs have been made, but the bridge is on an

important cross street and is not fit for its place. Its construction is too light, and it should be rebuilt with new abutments.

BERKELEY-STREET BRIDGE (OVER BOSTON & PROVIDENCE RAILROAD).

This is an iron bridge. It was built by the Boston Water Power Company, and was accepted by the city in 1869.

It has been sheathed and other slight repairs made. It is in fair condition.

BLAKEMORE-STREET BRIDGE (OVER BOSTON & PROVIDENCE RAILROAD).

This is an iron bridge. It was built in 1881-82.

It has been sheathed and painted, and the fences have been repaired. It is in good condition.

BOLTON-STREET BRIDGE (OVER NEW YORK & NEW ENGLAND RAILROAD).

This is a new wooden bridge. (See page 22.)

BOYLSTON-STREET BRIDGE (IN BACK BAY FENS).

This is a stone masonry bridge, and it was built in 1881-83.

It is maintained by the Park Department, and is in good condition.

BOYLSTON-STREET BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge, and it was built in 1886-88.

The iron-work above the floor has been painted. One of the truss-bars has been injured by being run into by an electric car. The iron-work under the floor should be painted at once. Painting this bridge above the floor cost \$620.69, and it will cost as much or more to paint the work below the floor.

* BROADWAY BRIDGE (OVER FORT POINT CHANNEL).

This is an iron bridge. It was built in 1869-71, and the draw and its foundation were rebuilt in 1874-75.

The entire face of the draw-pier will soon need to be renewed. During the past year it was repaired above low tide level. The two 100-ft. spans and the two 50-ft. spans of

this bridge are of light construction and show great vibration with quick-moving loads, but the steep grades at the ends save the bridge from the heaviest class of teaming.

The tar concrete sidewalks on the fixed part of the bridge need repairs; the spruce floor underneath has been laid twenty years, but it is apparently in good condition, excepting at the edges and joints.

Of the three varieties of asphaltic roadway pavement laid for experimental purposes last year, two have been taken away; the third has been repaired and is still in use, although it is in an imperfect condition. That part of the bridge from Lehigh street to the O. C. R.R. has been painted.

BROADWAY BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This bridge is of iron, was built in 1880-81, and is in good condition.

The iron-work is very rusty under the floor, notwithstanding it was stripped and painted two years ago, and the fences and all of the iron-work above the deck need painting.

BROOKLINE-AVENUE BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This bridge is of iron, and was built in 1884. It is in good condition.

BYRON-STREET BRIDGE (OVER BOSTON, REVERE BEACH, & LYNN RAILROAD).

This is a new wooden bridge. (See page 22.)

* CHARLES-RIVER BRIDGE (FROM BOSTON TO CHARLESTOWN.)

This is a wooden pile bridge with an iron draw. The original bridge was built in 1785-86, the present structure was built in 1854-55, and the draw was built in 1870. It is an old bridge, and is in poor condition. The paving is very poor, and from the construction of the bridge it cannot be maintained in good condition for any length of time. The best modern pavements are constructed with a substratum of cement concrete from six to eight inches thick, while this bridge and other similar bridges have for a substratum a layer of marsh mud one foot in thickness. The bridge is heavily loaded with mud, gravel, and paving, and it also has a tendency to sag towards the east; this motion has increased

recently, and it will be necessary to cross-brace the bents of piles for a considerable portion of the bridge in order to keep it in place.

The draw continues to work in a fairly satisfactory manner, the southerly draw-pier needs replanking, and the floor-timbers of the draw should be repaired next season.

* CHELSEA BRIDGE, SOUTH (OVER SOUTH CHANNEL, MYSTIC RIVER).

This is a pile bridge with an iron draw. The original bridge was built in 1802-3, and the present structure in 1876-77.

A new under-floor of kyanized spruce has been laid on the greater part of the draw, and some smaller repairs made. The easterly draw-pier needs replanking; otherwise the bridge is in good condition.

* CHELSEA-STREET BRIDGE (FROM EAST BOSTON TO CHELSEA).

This wooden pile bridge was originally built in 1834, and was rebuilt in 1848; the present structure was built in 1873, and the draw was built in 1868.

This bridge is in bad condition and should be rebuilt. The *limnoria*, or small pile-worm, is quite active in this vicinity, and the draw foundation has been nearly destroyed by it. The draw itself is a narrow wooden structure (22 feet wide). It was built in 1868, and has been patched so much that if it is to be kept in use it will be necessary to take it about all down in order to renew the defective portions. A wooden draw of this class remains in good condition for about fifteen years, and after that time can be maintained only by expensive repairs. The part of the bridge between the draw and Chelsea was burned in 1887, and rebuilt in a temporary manner, and the draw is so low that it will be necessary to raise the grade of the whole bridge when a new draw is built.

COLUMBUS-AVENUE BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge, was originally built in 1865, and the present structure was built in 1876-77. The under-floor of the roadway is not in good condition, and the bridge should be stripped of wood-work, the iron-work cleaned, carefully examined, and painted; new sidewalks should also be laid.

The telegraph-pole guys remain attached to the bridge, as before reported. They should be removed.

*COMMERCIAL-POINT, OR TENEAN, BRIDGE (WARD 24).

This is a wooden pile bridge with a wooden leaf draw. It was originally built in 1833, and the present structure was built in 1875. It is in fair condition.

COMMONWEALTH-AVENUE BRIDGE (IN BACK BAY FENS).

This is an iron bridge, and it was built in 1881-82. It is in good condition.

*CONGRESS-STREET BRIDGE (OVER FORT POINT CHANNEL).

This is a wooden pile bridge with an iron turn-table draw on a stone masonry foundation. It was built in 1874-75.

On October 9 the draw was temporarily disabled by the breaking of a 3-inch bolt, one of eight by which the draw is suspended. The broken bolt caused other damage, which was so serious as to require the draw to be thrown out of use for two days, during which time repairs were made.

The machinery for moving the draw requires repairs; the fender-guards are in bad condition, and the floor of the fixed part of the bridge will require patching.

No repairs of importance have been made during the season excepting those caused by the broken bolt, before mentioned.

COTTAGE-STREET FOOT-BRIDGE (OVER FLATS, EAST BOSTON).

This is a new wooden pile bridge. (See page 23.)

DARTMOUTH-STREET BRIDGE (OVER BOSTON & ALBANY AND BOSTON & PROVIDENCE RAILROADS).

This is an iron bridge; it was originally built in 1869, and the present structure was built in 1878-79.

It has been repaired by laying a new under-floor of kyanized spruce 4 inches thick, and by painting the iron stringers under the roadway. It is in good condition.

*DOVER-STREET BRIDGE (OVER FORT POINT CHANNEL).

This is a wooden pile bridge with a double iron draw; it was originally built in 1805, was rebuilt in 1858-59, and the present structure was built in 1876.

The work upon the sides of the water-way, begun in 1888, has not been completed. It should be done at once. The sidewalks are in poor condition, and the draws require new under-floors, and some work must be done to the floor of the fixed part of the bridge. The draws have been painted. Only ordinary repairs have been made.

*FEDERAL-STREET BRIDGE (OVER FORT POINT CHANNEL).

This is a wooden pile bridge with a double wooden draw; it was originally built in 1827-28; was rebuilt in 1857-58, and the present structure was built in 1872-73.

This bridge is in bad condition. A special report was made in 1888 (Appendix B, Doc. 117, 1888), and the recommendation then made that it be rebuilt. Extensive repairs were made to the draws this year, throwing them out of use (one at a time) for a considerable time, and causing much complaint. It will soon be necessary to make even more extensive repairs if the bridge is not rebuilt, and it may even be found necessary to close it to travel. Practically, the bridge must either be rebuilt, or it should be closed to travel.

FERDINAND-STREET BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge. It was built in 1864-65, and was strengthened in 1877.

It has two iron trusses of an unusual construction. They are weak, and the bridge was strengthened by adding to it an iron truss removed from the Columbus-avenue bridge, when that was rebuilt. The additional truss was placed in the middle of the roadway, dividing it into two narrow passages. The floor-beams are light 6-inch iron I beams encased in wood, and have never been uncovered for examination. The sidewalk trusses are of wood, and in fair condition.

The northerly approach to the bridge has two deck spans carried on iron posts, and rolled I beams braced with wood. There is a wooden bulkhead across the street, and the side of the street for some distance is supported by a continuation of this bulkhead.

The bridge is in a dangerous condition, and it should be rebuilt.

FRANKLIN-STREET FOOT-BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge, and was built in 1883. It has been painted; the wooden steps are worn, and will soon need renewal; otherwise it is in good condition.

HUNTINGTON-AVENUE BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge. It was built in 1872, and the abutments were rebuilt in 1876-77.

The roadways have been sheathed. The water-pipes have been laid under the sidewalk and between the iron girders, instead of on the top of the sidewalk, as before. The bridge is in good condition.

LEYDEN-STREET BRIDGE (OVER BOSTON, REVERE BEACH, & LYNN RAILROAD).

This is a new iron bridge. (See page 23.)

LINDEN PARK-STREET BRIDGE (OVER STONY BROOK).

This is a wooden truss bridge, built in 1886. It has been sheathed and painted, and is in good condition.

*MALDEN BRIDGE (FROM CHARLESTOWN TO EVERETT).

The original bridge was built in 1787. The present structure was built in 1875, and the draw was built in 1872. It is a pile bridge with a wooden turn-table draw on a pile foundation. The draw has been repaired and put in safe condition; the draw and fences have been painted. The draw is so old that it can be kept in use but a short time longer. The draw-piers are also old, but are in fair condition. The fixed part of the bridge is in fair condition.

*MERIDIAN-STREET BRIDGE (FROM EAST BOSTON TO CHELSEA).

This is a wooden pile bridge with a wooden turn-table draw on a pile foundation. The original structure was built in 1856. It was rebuilt soon afterwards; it was widened and rebuilt as at present in 1884, excepting the draw, which was built in 1875-76.

A new upper and under track and new wheels have been furnished for the draw, and a number of the angle-blocks

renewed in the main trusses. The draw is old, and will require further repairs during the coming year. The fixed part of the bridge is in good condition.

*MT. WASHINGTON-AVENUE BRIDGE (OVER FORT POINT CHANNEL).

This is a wooden pile bridge with an iron draw. It was built in 1854, and was rebuilt in 1870-71.

The draw has been painted. The sidewalks on the fixed part of the bridge are in poor condition. The draw needs raising on its centre in order to relieve the wheels from excessive weight. With these exceptions the bridge is in good condition.

NEPTUNE-ROAD BRIDGE (OVER REVERE BEACH & LYNN RAILROAD IN EAST BOSTON).

This is an iron bridge, and it was built in 1887-88.

It is maintained by the Park Department, and is in good condition.

NEWTON-STREET BRIDGE (OVER BOSTON & PROVIDENCE RAILROAD).

This is an iron bridge, and was built in 1872.

It is in fair condition. It should be stripped of wood-work, so as to allow of a careful examination of the iron-work. The under-floor was laid in 1878.

PUBLIC GARDEN FOOT-BRIDGE.

This is an iron bridge. It was built in 1867, and was thoroughly repaired in 1887.

It is in good condition.

SHAWMUT-AVENUE BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge, and it was built in 1871.

This bridge has been stripped of wood-work, with the exception of the westerly sidewalk, which was nearly all renewed in 1888. The iron-work was cleaned and painted. The span over the main tracks is considerably wasted by corrosion; some of the cross-braces, which are the smallest of the pieces of iron exposed on all sides, are entirely gone, but enough of them remain for safety. This span is safe for the present, and may last five years longer. The remaining span,

over the tracks used for the storage of passenger cars, is in good condition. The lower floor of the whole bridge was relaid with kyanized spruce, and one sidewalk was newly concreted.

SWETT-STREET BRIDGES (OVER SOUTH BAY SLUICES).

These are wooden bridges, and were built in 1875.

The easterly bridge will need sheathing next season; the westerly bridge has been put in good order. The abutments of both of these bridges are spruce pile bulkheads, and are in bad condition, and it will be necessary to make extensive repairs on them. The railings of both bridges have been painted.

*WARREN BRIDGE (FROM BOSTON TO CHARLESTOWN).

This is a wooden pile bridge with an iron draw; it was originally built in 1828, and the present structure was built in 1883-84.

But few repairs were required during the past year, and the bridge is in good order. Two new water-pipe siphons have been laid across the channel, and a 16-in. and a 30-in. water-pipe have been laid across the bridge under the westerly sidewalk, excepting for a short distance near the Boston end, where they are laid under the roadway.

WEST CHESTER PARK BRIDGE (OVER BOSTON & ALBANY RAILROAD).

This is an iron bridge, and was built in 1876.

It has been stripped of its wood-work, has been painted, and the wood-work renewed. The objectionable curve in the profile of the bridge has not been changed. It is in good condition.

WEST CHESTER PARK BRIDGE (OVER BOSTON & PROVIDENCE RAILROAD).

This is an iron bridge, and it was built in 1876.

Only the ordinary repairs have been required, and the bridge is in fair condition.

WEST RUTLAND-SQUARE FOOT-BRIDGE (OVER BOSTON & PROVIDENCE RAILROAD).

This is an iron bridge; it was built in 1882, and is in good condition. It has been painted.

WINTHROP BRIDGE (FROM BREED'S ISLAND TO WINTHROP).

This is a pile bridge without a draw; it was originally built in 1839, was rebuilt in 1851, and was extensively repaired in 1870.

It has been strengthened at a point where a pile was found to be almost eaten off by the *limnoria*. The fences have been repaired and the sheathing patched. The bridge is old and poor, and will last but a few years longer. There seems to be no reason why nearly the entire length of it cannot be filled solid at a moderate expense, and without damage to any other interests.

II. — BRIDGES OF WHICH BOSTON SUPPORTS
THE PART WITHIN ITS LIMITS.*CAMBRIDGE-STREET BRIDGE (FROM BRIGHTON TO
CAMBRIDGE).

This is a wooden pile bridge with a wooden leaf draw. It was rebuilt in 1884. It has been painted; the draw-pier needs replanking; otherwise the bridge is in good condition.

The cables of the West End Street Railway Company, for carrying the power from their Allston power-station to Cambridge, cross this bridge, and a small cable-house has been built on the draw-pier.

CENTRAL-AVENUE BRIDGE (OVER NEPONSET RIVER, DOR-
CHESTER LOWER MILLS).

This is an iron bridge, and was built in 1876.

The sidewalks are poor, and the under-floor is in poor condition. The bridge should be stripped, the wood-work renewed throughout, and the iron-work painted. The iron-work, being over fresh-water, is in good condition.

*CHELSEA BRIDGE, NORTH (FROM MYSTIC-RIVER CORPORA-
TION WHARF TO CHELSEA).

The original structure was built in 1802-3; the present structure was built in 1880, except the draw, which was built in 1873.

The draw is old and in poor condition, and will require extensive repairs. The bridge near the draw will also require some repairs; but for most of its length it is in good condition.

*ESSEX-STREET BRIDGE (FROM BRIGHTON TO CAMBRIDGE).

This is a wooden pile bridge with a wooden leaf draw, and was originally built in 1850.

Only slight repairs have been made; the widening of Commonwealth avenue and the widening of the water-ways, as required by the Legislature, would seem to be sufficient reasons for the construction of a new bridge in place of the present one, especially as it is old and poor.

*GRANITE BRIDGE (FROM WARD 24 TO MILTON).

This bridge was originally built in 1837. It is a wooden pile bridge with a wooden leaf draw.

The water-way has been widened from 31 feet to 36 feet, in the clear. The draw is a new one, of the same type as the former one; namely, a wooden leaf or lifting draw, raised by hand-power. The cut for widening was made on the Boston side of the bridge, and no work was done except such as was required to carry out the order of the Legislature under which it was done; namely, to widen the passageway for vessels to 36 feet. The work was done by the city of Boston, the town of Milton paying two-thirds the cost. A contract was made with Mr. George H. Cavanagh for the whole work for \$3,975. Forty-nine oak piles, in good condition, drawn up from Neponset bridge, and which were too short for use in that bridge, were used here, thus reducing the cost to the city of Boston by \$300. The total cost of the work to the city of Boston, including inspection, was \$1,085.08.

LONGWOOD-AVENUE BRIDGE (FROM WARD 22 TO
BROOKLINE).

The present structure was built in 1877. This is a wooden bridge on wooden posts set in the ground.

It is in fair condition. The portion maintained by Boston, being at the foot of a hill, is usually in bad condition, on account of the mud and dirt washed upon it by rains.

MATTAPAN BRIDGE (FROM WARD 24 TO MILTON).

This is an iron bridge, and is in bad condition; the abutments and centre pier are very poor; the iron-work is too light, and is very rusty. The wood-work is very old and poor, and the bridge is below the grade of its approaches.

It is a small bridge of two short spans, and its safety is only assured by a few large sticks of timber under the road-

way, which were put in a few years ago. One-half of the bridge is maintained by the town of Milton. The bridge should be rebuilt at once.

MILTON BRIDGE (FROM WARD 24 TO MILTON).

The original structure is very old; it was widened in 1871-72. The older part of this bridge was built of stone, and the widening is an iron structure on stone columns. No repairs of consequence have been made during the past season. It should be thoroughly overhauled and repaired this season. The stone-work of the old part of the bridge is in poor condition.

*NEPONSET BRIDGE (FROM WARD 24 TO QUINCY).

The original structure was built in 1802; the present structure in 1877. This bridge is a wooden pile bridge with an iron leaf draw; both leaves of the draw are maintained by Boston. The passageway for vessels has been widened from 31 feet to 36 feet. The leaves of the old draw were each lengthened 2 feet, new foundation piles and timber were provided, and the bridge presents the same general appearance as formerly. The work was done by contract by John N. Hayes & Co., and the total cost, including inspection, was \$6,912.33. The fixed part of the bridge was not changed, and the piers remain as before, excepting the parts renewed and replaced at the time of widening. The bridge is in good condition.

*NORTH BEACON-STREET BRIDGE (FROM BRIGHTON TO WATERTOWN).

This is a wooden pile bridge with a wooden leaf draw. The original structure was built in 1822, and the present structure in 1884.

The roadway has been sheathed. The bridge is in good condition.

*NORTH HARVARD-STREET BRIDGE (FROM BRIGHTON TO CAMBRIDGE).

This bridge was originally built in 1662, and was rebuilt in 1879.

It has been painted. The abutment maintained by Boston is in poor condition; the draw-pier is in poor condition, and is placed at such an angle as to obstruct the use of the

present width of the draw. When the water-way is widened it will be necessary to rebuild the pier.

SPRING-STREET BRIDGE (FROM WARD 23 TO DEDHAM).

This is a stone bridge, and it is in good condition.

*WESTERN-AVENUE BRIDGE (FROM BRIGHTON TO CAMBRIDGE).

The original structure was built in 1824; the present structure was built in 1879-80.

It has been painted, and is in good condition.

*WESTERN-AVENUE BRIDGE (FROM BRIGHTON TO WATERTOWN).

This is a wooden pile bridge. It was built in 1824, the present draw was built in 1883, and the abutment was rebuilt in 1886.

The draw-pier has been repaired; the bridge is in good condition.

III. — BRIDGES OF WHICH BOSTON PAYS A PART OF THE COST OF MAINTENANCE.

ALBANY-STREET BRIDGE (OVER BOSTON & ALBANY RAILROAD).

The original structure was built in 1856-57; was rebuilt in 1867-68, and again in 1886-87.

It is an iron bridge; it has been sheathed, and is in good condition.

*CANAL BRIDGE (FROM BOSTON TO CAMBRIDGE).

*PRISON-POINT BRIDGE (FROM CHARLESTOWN TO CAMBRIDGE).

*WEST BOSTON BRIDGE (FROM BOSTON TO CAMBRIDGE).

These bridges are in the care of two commissioners, appointed, one from Boston and one from Cambridge, and the expense of maintenance is borne equally by each city. The Boston Commissioner makes an annual report in print. (See City Doc. 20, 1890.)

Canal bridge is a wooden pile bridge with a wooden turn-table draw. The bridge was originally built in 1808; was rebuilt in 1852, and again rebuilt and widened in 1874; some of the piles in this bridge date from 1808. It has been repaired by driving new piles, and by strengthening the sides of the water-way, and by adding new girder-caps to the piles at the Boston end. The draw and engine-house have been painted, and considerable paving has been done.

The roadway is in poor condition; the floor should be examined, and nearly the whole bridge repaved. The piling at both ends of the bridge (the central part was rebuilt in 1874) is in poor condition, and repairs are needed upon it every year. The wooden draw is in fair condition, but is sixteen years old, and will consequently need constant repairs to keep it in use hereafter.

Prison-point bridge was originally built in 1833, and the present structure was built in 1876-77. It is a wooden pile bridge with an iron leaf draw.

The wood-work on the draw has been renewed, and the machinery for hoisting it is in process of repair. The bridge is in fair condition.

West Boston bridge was built in 1792-93, was rebuilt in 1854, and repaired in 1871; the draw was rebuilt in 1875, and the down-stream sidewalk on the Cambridge side of the draw was rebuilt in 1886. It is a wooden pile bridge with a wooden turn-table draw.

The piles under the main roadway have been strengthened by adding new girder-caps, and part of the roadway has been repaved. Repairs have also been made to the draw. It will be necessary to rebuild the up-stream sidewalk from the draw to Cambridge at an early day.

As a whole the bridge is old, narrow, and poor. It is no wider than it was in 1854, and the travel over it has greatly changed and increased, and is now very large. The draw, built in 1875, has almost reached the limit of life for a wooden structure of its character. It will be necessary to rebuild the entire bridge before many years.

DORCHESTER-STREET BRIDGE (OVER OLD COLONY RAILROAD).

This is an iron bridge; it was built in 1869.

The recommendation made last year is renewed. It is known to be in poor condition, and it should be stripped of wood-work to allow the condition of the iron-work to be more clearly ascertained than can be done otherwise.

*HARVARD BRIDGE (FROM BOSTON TO CAMBRIDGE).

This is still in the hands of the Commissioners, but is practically completed.

IV. — BRIDGES SUPPORTED BY RAILROADS.

Tremont-street bridge, over the B. & A. R.R., is now being rebuilt by the Boston & Albany Railroad Corporation, and the Washington-street bridge, over the same road, is to be rebuilt at once by the same corporation. The bridges over the Eastern and Western divisions of the Boston & Maine Railroad on Main street and Mystic avenue, Charlestown, are in poor condition. The two Norfolk-street bridges in Dorchester, over the N. Y. & N. E. R.R., need attention; the trusses are boxed in and their condition cannot be determined, but enough can be seen to show that they need examination and adjustment. The walls of the South Boston cut on the same road, which also form the abutments of several bridges, are in poor condition.

The other bridges given in the list of those supported by railroad corporations require no special mention.

LIFE OF BRIDGES OVER RAILROADS.

The preservation of iron-work exposed to the sulphurous gases contained in the smoke from locomotives is a problem which has not yet been satisfactorily solved.

Linseed-oil paints do not form a perfect protection to the iron where there is much traffic under the bridge, especially where the distance from bridge to railroad tracks is but fifteen feet, as is the case with most of our bridges; the gases in the smoke easily destroy these paints, and expose the iron to corrosion and rust. Of the oil paints yet used, red-lead, properly applied, has thus far given the best results.

The painting of the iron-work under the flooring of a bridge is often inefficiently done, and is expensive and dangerous work to do. To thoroughly examine and paint the iron-work below the flooring of a bridge it is necessary to remove the floor planking, and unless the planking needs renewing, this is expensive and inconvenient. Untreated spruce planking will need renewing at intervals of about four years, and it is hoped that some paint or coating for practical use will soon be discovered which will protect the iron for at least this time, so that the use of such paint at the time of laying the flooring will afford protection to the iron until the floor is renewed.

Until such paint is found, the yearly painting of iron-work exposed to engine-smoke should be continued, as being the best method of partial protection at hand.

MISCELLANEOUS WORK AND CONSTRUCTION IN 1889.

BOLTON-STREET BRIDGE (OVER N. Y. & N. E. R.R.).

This is a small wooden bridge, 28 feet clear span and 20 feet wide, built over the South Boston cut of the New York & New England Railroad. It is a platform of hard-pine stringers covered with spruce plank, and was built by Joseph Shaw, from designs prepared by this department, at a cost of \$850.14. By agreement with the railroad corporation the City of Boston builds and maintains the bridge at a grade of 15 feet above the tracks, and agrees to become responsible for all accidents of whatever nature, and to remove the bridge whenever required to do so by the railroad.

BYRON-STREET BRIDGE (OVER B., R. B., & L. R.R.).

At the request of the Superintendent of Streets, plans and specifications were prepared for this bridge, and a contract for building the same was entered into with Josiah Shaw, Aug. 13, 1889.

This structure supersedes a narrow wooden bridge built by the railroad company at the time its road was constructed. The width of the bridge is 40 feet, divided into one 30-foot roadway and two 5-foot sidewalks.

The total length of the bridge is about 79 feet, and comprises three spans, the middle span over the tracks being 32 feet 8 inches from centre to centre of trestle bents, and the end spans, over the side slopes of the railroad cut, being about 20 feet and 25 feet span respectively.

The end spans have seven lines of hard-pine beams, each beam being made up of two 7-inch $\times$ 14-inch sticks bolted together. The beams of the middle span are each made of two 6-inch $\times$ 12-inch sticks, trussed by a $1\frac{7}{8}$ -inch diameter iron rod. The end supports for the bridge consist of timber bulkheads, and the two intermediate supports are trestle bents of hard-pine timber, resting on rubble-masonry walls, which are built high enough to hold the side slopes of the railroad cut.

The roadway planking is of spruce, the under course being four inches thick and the upper or sheathing course

being two inches thick. The sidewalk is planked with 3-inch planed hard-pine.

The stone walls before mentioned were not included in the original design, but were built by the railroad company, under an agreement with the contractor and the city, the work being supervised by this department. No settlement with the railroad company has yet been made.

The cost of the bridge, not including unpaid claim of railroad company, was \$3,593.

COMMONWEALTH-AVENUE WIDENING.

A contract was drawn for the filling of Commonwealth avenue an additional width of one hundred feet, from Beacon street to Cousens' wharf, the distance being about 3,600 feet. The ground to be covered by the widening has been cross-sectioned, and approximate estimates of the quantity of filling deposited have been made, from time to time, as requested by the Superintendent of Streets. Plans and specifications were prepared for two bulkheads across creeks, on the outer line of the widening, and their construction supervised. These bulkheads were respectively 230 feet and 620 feet long. They were built by John T. Scully, at a cost of \$3,875.

COTTAGE-STREET FOOT-BRIDGE.

This bridge is for foot travel only, and is built on the line of Cottage street, East Boston, from Maverick street across the flats to Prescott street, a distance of 3,546 feet. Its width is 12 feet.

The bridge is built with spruce piles, stringer and plank, and hard-pine fence posts. The work was done by Josiah Shaw and Horace Sias, and cost \$11,154.67.

GRANITE CURBING, CITY SQUARE.

Plans and specifications for a granite curbing around a grass plot at City square, Charlestown, were made, and the work supervised. The curbing was furnished and set by John Turner & Co., at a cost of \$588.

L-STREET BULKHEAD.

Plans and specifications were made for a wooden bulkhead, which has been built on the line of L-street extension, South Boston. The work was done by Josiah Shaw, and cost \$5,356.03.

LEYDEN-STREET BRIDGE (OVER B., R. B., & L. R.R.).

The bridge was built by this department, in accordance with an order of the City Council, approved Jan. 26, 1889.

The clear span at right angles to railroad tracks was fixed by the railroad company at 35 feet, and both abutments of the bridge are practically within the railroad location.

The abutments are built of granite, with the exception of their foundation courses, which are made of cement concrete.

The main walls of the abutments are of rubble masonry, laid in cement mortar; the front of the walls showing quarry-faced, straight-split stones, in courses of nearly even rise. The bridge seats and parapets are rough pointed. The extreme length of each abutment is 139 feet.

The superstructure is a thorough plate-girder bridge, with two main girders placed on outside lines of bridge, and 36 feet apart on centres. These girders are 68 feet long over all, and 5 feet deep from out to out of flange angle-irons. Floor-beams are built iron girders, and the lateral system is made of angle-irons and rods.

The bridge has one roadway 26 feet wide, and two sidewalks, each 5 feet wide.

The roadway and sidewalk stringers are of hard-pine, the under-floor of roadway is 4-inch thick spruce, and the upper course of plank is 2-inch spruce, planed to an even thickness and laid diagonally. The sidewalk plank is 2-inch white-pine, planed and jointed.

The iron-work below floor level, including inside faces of main girders, is painted with two coats of "P. & B. paint."

The contract for the abutments was awarded to Turnbull & Cheney, who afterward assigned the same to D. Henry Cram, by whom the work was completed.

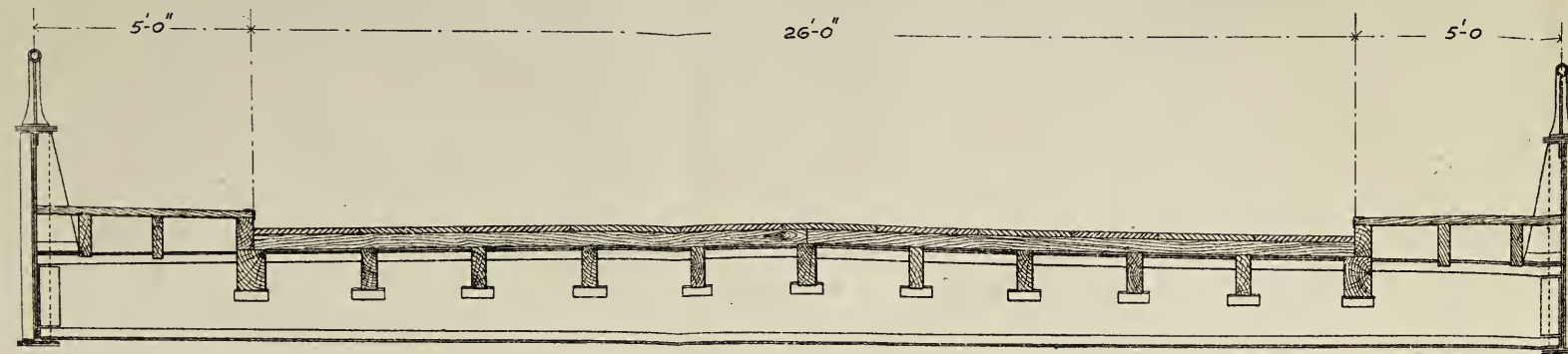
The superstructure was built by the King Iron Bridge & Manufacturing Company, of Cleveland, O., from plans furnished by this department.

The total expenditure for the work by this department was \$15,819.55.

WALKS IN COMMON AND SQUARES.

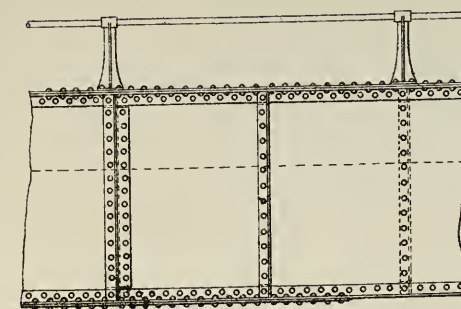
The work of laying walks with Hastings' Compressed Asphalt Tiles, for the Department of Common and Public Grounds, has been supervised in three localities. The work was done by John Turner & Co., and the cost was as follows:—



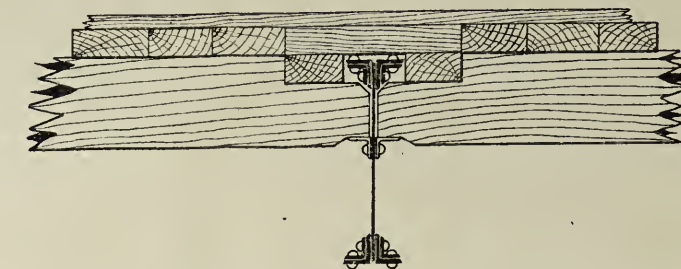


CROSS SECTION OF BRIDGE.

1 0 1 2 3 4 5 FEET

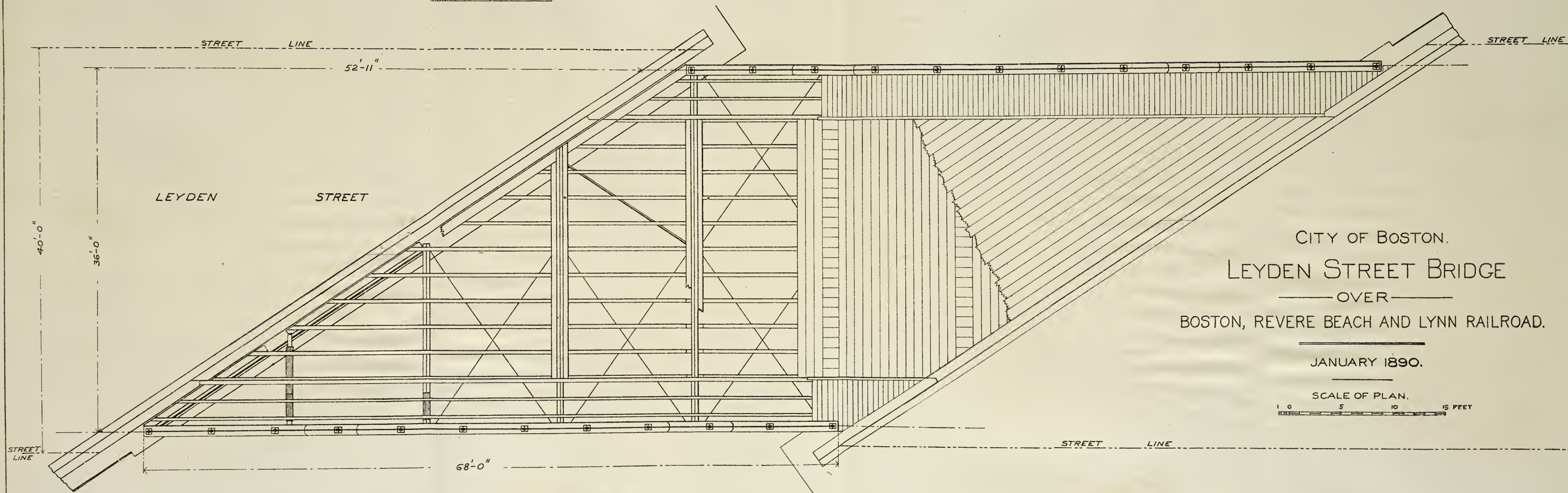


ELEVATION SHOWING PANEL OF FENCE.



CROSS SECTION OF FLOOR BEAM.

1 0 1 2 3 4 FEET



CITY OF BOSTON.
LEYDEN STREET BRIDGE
— OVER —
BOSTON, REVERE BEACH AND LYNN RAILROAD.

JANUARY 1890.

SCALE OF PLAN.

1 0 5 10 15 FEET

Winthrop square, Charlestown	\$356 00
Boston Common	5,700 00
Belmont square, East Boston	1,300 00

Other work of a miscellaneous character was principally as follows : —

PLANS AND SPECIFICATIONS.

For water-pipes on Huntington-ave. bridge.
 For Gold-st. foot-bridge.
 For sidewalk curb at New Court-house.
 For foundation for statue of Colonel Cass.

PLANS AND ESTIMATES.

For retaining-wall on 30-foot street at Harvard bridge.
 For retaining-wall for East Boston ferries.
 For bulkhead on Bothnia street.
 For Gold-st. foot-bridge.

ESTIMATES.

For Northern avenue or Oliver-street bridge.
 For bridge over Reserved channel, on line of Congress and L streets.
 For retaining-wall and filling for extension of L street to Reserved channel.

Reports were made to the Superintendent of Sewers on the condition of a retaining-wall at Dorchester-ave. bridge, over the N. Y. & N. E. R.R. ; and to the Superintendent of Common and Public Grounds, on the condition and merits of certain concrete foot-paths on Telegraph Hill, South Boston. The wall above referred to has since been rebuilt by the railroad company at its own expense.

A large amount of work of a miscellaneous character has also been done during the year. Under this head may be classed record-plans, maps for Water-Works and Park Department, copying, tracing, and blue-printing plans.

B. — WATER WORKS.

[FROM THE CITY ENGINEER'S REPORT TO THE BOSTON
WATER BOARD.]

SOURCES OF SUPPLY.

The rainfall was above the average during the past year, and was so evenly distributed that there has been an abundant supply of water at all times.

The rainfall and quantities collected on the several watersheds are as follows : —

	Sudbury.	Cochituate.	Mystic.
Rainfall, inches,	49.95	50.23	50.395
Rainfall collected, inches,	29.056	27.95	25.48
Daily average yield, gallons,	104,030,000	25,112,000	32,601,000

The quality of the water from the Sudbury and Cochituate supplies has been good, and no trouble has been experienced from algæ.

The quality of the Mystic water appeared to be better than usual, probably owing to the large rainfall of the last two years.

The fluctuations in the amount of storage in the different lakes and reservoirs are shown graphically by an appended diagram. The condition of the different reservoirs during the year is given below.

SUDBURY-RIVER RESERVOIRS AND LAKE COCHITUATE.

Reservoir No. 1. — Water was wasting at the outlet dam during the whole year, with the exception of from May 10 to 20, and June 13 to 16. The reason no water was wasted during these two periods was, that the flash-boards were placed on the dams.

Reservoir No. 2. — This reservoir has been full the greater part of the year; the lowest point reached being on November 2, when the water stood at grade 159.38, or 6.51 feet below the crest of the dam.

Reservoir No. 3. — This reservoir has been full and overflowing all the year, with the exception of nine days in September, of seven days in October, and of one day in November. The lowest point reached during the year was on September 30, when the surface of the water stood at grade 174.80, or 0.45 feet below the crest of the dam.

Reservoir No. 4. — This reservoir has been kept at or near high-water mark during the whole year. The lowest point reached being on May 15, when the surface of the water was at grade 214.37, or 0.84 feet below the top of the flash-boards.

Farm Pond. — The surface of the pond has been kept at an average level of 149.44 feet above tide-marsh level.

The conduit through the pond has been used during the whole year. No water was used from this pond during the year, on account of the fear that there might be danger from the Framingham drainage.

The Framingham Water Company has pumped 59,500,000 gallons from the pond, or an average of 163,000 gallons per day.

Lake Cochituate. — Water was wasting at the outlet dam during the greater part of January, February, and March; also from May 23 to 26, June 3 to 6, and August 3 to 26.

The water in the lake was drawn down about three and one-half feet in August, to allow work to be begun on the new outlet dam.

A contract for the building of the dam was made with Thomas A. Rowe, on August 17. Work began immediately, and continued until December 23. The portion of the work below the original surface is so far completed that the dam can be easily finished next season, all the difficult work being done.

The heights of water in the various storage reservoirs on the first day of each month are given on next page.

	RESERVOIRS.				FARM POND.	LAKE COCHITU- ATE.
	No. 1.	No. 2.	No. 3.	No. 4.		
	Top of flash- boards, 159.29.	Top of flash boards, 167.12.	Crest of Dam, 175.24	Top of flash- boards, 215.21		
January 1, 1889	158.11	166.26	175.60	214.62	149.25	130.71
February 1, "	158.07	166.23	175.51	214.63	149.56	132.67
March 1, "	157.80	166.02	175.32	214.44	149.83	132.31
April 1, "	157.90	166.12	175.48	214.48	149.24	132.43
May 1, "	158.07	166.23	175.60	214.59	149.43	133.61
June 1, "	159.52	167.22	175.47	215.12	149.41	134.28
July 1, "	159.31	163.40	175.34	214.91	149.29	133.11
August 1, "	159.38	167.42	175.75	215.17	149.66	133.47
September 1, "	157.68	166.43	175.40	215.02	149.34	130.78
October 1, "	157.84	167.28	174.84	215.06	149.53	130.95
November 1, "	157.98	159.52	175.53	214.52	149.20	131.43
December 1, "	158.48	166.50	175.90	214.99	149.76	133.26
January 1, 1890	157.95	166.14	175.52	214.56	149.60	132.77

Water has been drawn from the different reservoirs in the Sudbury river to supply the city as follows : —

Reservoirs No. 1 and No. 2.

May 5 to May 17.

Reservoir No. 2.

Jan. 14 to Jan. 18.	Aug. 22 to Aug. 25.
April 26 to May 2.	Aug. 29 to Sept. 2.
May 18 to Aug. 4.	Sept. 6 to Sept. 7.
Aug. 6 to Aug. 11.	Dec. 24 to Dec. 30.
Aug. 13 to Aug. 19.	

Reservoirs No. 2 and No. 3.

Jan. 1 to Jan. 6.	Nov. 9 to Nov. 11.
Jan. 9 to Jan. 10.	Nov. 15 to Nov. 18.
Jan. 12 to Jan. 13.	Nov. 22 to Nov. 25.
Jan. 19 to April 25.	Nov. 29 to Dec. 2.
Sept. 8.	Dec. 6 to Dec. 9.
Oct. 18 to Oct. 21.	Dec. 13 to Dec. 16.
Oct. 25 to Oct. 28.	Dec. 20 to Dec. 23.
Nov. 1 to Nov. 2.	Dec. 31.

Reservoir No. 3.

Sept. 9.	Oct. 2 to Oct. 7.
Sept. 12 to Sept. 16.	Oct. 11 to Oct. 14.
Sept. 20 to Sept. 24.	Nov. 3 to Nov. 5.
Sept. 28 to Sept. 30.	

AQUEDUCTS AND DISTRIBUTING RESERVOIRS.

The Sudbury-river aqueduct has been in use during the whole or portions of 302 days, and the Cochituate aqueduct has been used 361 days.

During the last five months of the year the Sudbury conduit was used intermittingly, to allow the work of lining the Beacon-street tunnel to be done. Water was usually run through the conduit on Saturdays, Sundays, and Mondays, the work of lining being done during the balance of the week. The Sudbury conduit has delivered into Chestnut-Hill and Brookline reservoirs 6,130,500,000 gallons, equal to a daily supply of 16,796,000 gallons; and the Cochituate aqueduct has delivered 5,570,424,000 gallons, or 15,261,000 gallons per day.

Both aqueducts have been cleaned during the year. The details of this work will be seen in the report of the Superintendent of the Western Division. In the Cochituate aqueduct a flow 6 feet in depth was maintained until August 1, and from that date the depth was increased to 6½ feet.

The Chestnut-Hill, Brookline, Fisher-Hill, Parker-Hill, and East Boston reservoirs are in good condition. Parker-Hill reservoir was shut off from January 9 to October 16, and from November 1 to the present time.

HIGH-SERVICE PUMPING-STATIONS.

The buildings at the Chestnut-Hill pumping-station were completed early in the year, and the grounds were graded and planted.

An electric-lighting plant of 108 incandescent lights was placed in the building during the past summer, which thoroughly lights all portions of the main building, the biological laboratory, and the stable.

The dynamo and lights were furnished by the Standard Electric Company, of Vermont.

The power is furnished by a 12-horse power Paine engine, which takes steam from the main boilers.

In the basement a lathe, planer, drill, emery-wheel, and grindstone have been set up, the power for running them being supplied by a water motor. A good set of carpenters'

and machinists' tools has also been furnished, and the ordinary repairs on the pumping-plant are made by the regular force, with the least possible expense.

The pumping-engines are kept in good condition. Independent jacket-pumps, furnished by H. R. Worthington, have been attached to each engine, and by this arrangement all the steam used in the jackets of the steam cylinders is returned to the boilers, whether the pumping-engines are running or not.

Air chambers have been placed on the suction-pipes of both pumps, and several minor changes and repairs have been made by the regular force of engineers at the station.

An attachment for admitting air to the furnace at the bridge-wall, known as "Jones' economic furnace," was placed under each boiler, and put into operation on October 1. The greater portion of the soot which formerly collected in the flues is now consumed, and the evaporation of water by the boilers per pound of coal burned seems to have been increased by this appliance.

The amounts of water pumped at the Chestnut-Hill pumping-station, and the percentage of increase over the corresponding months in 1888, are as follows : —

	Total amount pumped.	Daily average amount pumped.	Per cent. increase.
January	174,117,800	5,616,700	20.7
February	170,303,500	6,082,300	20.7
March	177,191,750	5,715,900	28.7
April	162,530,250	5,417,700	31.1
May	183,062,250	5,905,200	43.2
June	183,873,500	6,129,100	27.4
July	187,811,750	6,058,400	9.8
August	188,040,100	6,065,800	10.1
September	189,435,725	6,314,500	18.4
October	182,895,575	5,899,900	16.1
November	169,846,250	5,661,500	11.9
December	174,817,300	5,639,300	2.8
Total and average . . .	2,143,925,750	5,873,700	19.1

Several large districts, formerly supplied from the low service, were connected with the high service in June, 1888 ; consequently the percentage of increase shown for the first

half of 1889 is larger than it should be expected to be in the future. The average increase during the last half of this year, when the districts supplied practically corresponded with that supplied during the corresponding months of the previous year, was 11.4 per cent.

The season was, however, very favorable for a small consumption of water during this latter part of the year, and the increase of 11.4 per cent. is probably too small for estimating the probable increase for future years. I think that 13 per cent. would be more nearly correct to use.

Upon this basis the average consumption will exceed the capacity of one of the pumping-engines within two and one-half years, and arrangements have consequently been made for procuring a third pumping-engine.

The table on page 42 shows the work done by the pumping-engines during the year.

Engine No. 1 was in use	3,616 hours,	
pumping	.	1,223,540,500 galls.
Engine No. 2 was in use	2,785 hours,	
45 minutes, pumping	.	920,385,250 "
Total amount pumped	.	2,143,925,750 "
Total amount coal consumed	.	2,462,751 lbs.
Per cent. ashes and clinkers	.	7.9
Average lift in feet	.	123.21
Quantity pumped per lb. of coal	.	870.5 galls.
Daily average amount pumped	.	5,873,700 "

The duty of the engines is calculated after deducting $2\frac{1}{3}$ per cent. from the theoretical displacement of the plungers for slip, and with no credit given the engines for the large amount of steam used to heat and light the pumping-station and adjacent buildings, and corrected duties, are also shown in the tables. The exact amount of steam used for heating the building was shown by a meter; the amount of coal used to run the dynamo was assumed, after making calculations and experiments, to be 30 pounds of coal per hour of lighting.

Cost of Pumping.

Salaries	.	\$9,488 99
Fuel	.	5,465 70
Repairs	.	1,046 94
Oil, waste, and packing	.	664 99
Small supplies	.	177 82
Total	.	\$16,844 44

Cost per million gallons raised one foot high, 6.37 cents.

Cost per million gallons pumped to reservoir, \$7.86.

The above includes the cost of heating and lighting.

At the West Roxbury pumping-station 12,903,700 gallons have been pumped, equivalent to a daily average of 35,350 gallons, or a decrease of 12.9 per cent. from the amount pumped in 1888. This decrease was owing to the mild winter, a smaller amount than usual being allowed to run back into the main high service, to prevent the freezing of the pipe over Park-street bridge.

The grounds around the Bellevue tower have been graded, and a roadway built.

The new pumping-station in East Boston has been completed, and is now in running order.

Breed's Island has been supplied with water from the new supplementary high service since August 28th, and an observatory tower, similar to the one on Bellevue hill, has been built over the tank. The height of water in the tank is indicated and recorded at the pumping-station, 11,000 feet distant, by an electrical gauge and indicator, made by George E. Winslow, of Waltham.

No water has been pumped into the East Boston reservoir during the year, since the increased head, due to the 24-inch main laid in 1888, enables the reservoir to be filled during the night without the aid of the pumps.

This condition will continue, excepting during unusually cold weather, or while one of the mains may be temporarily shut off.

About 7,000 gallons per day are pumped into the tower on Breed's Island.

MYSTIC LAKE.

The surface of the lake has been kept in the vicinity of high-water mark during the greater part of the year, and water was wasted over the dam on 299 days. In November the lake was lowered to about four feet below high-water mark, so that the rip-rap on a portion of the dam between the overflow and the gate-house could be repaired.

The yield of the water-shed is shown on page 41.

MYSTIC-VALLEY SEWER.

The works for the purification of the sewage have been in successful operation during the year. The total amount pumped and treated was 99,882,850 gallons, or 324,000 gallons per day, exclusive of Sundays and legal holidays, when the pumps are not run.

Cost per million gallons raised one foot high . . .	\$0.0607
“ “ “ “ pumped to reservoir . . .	8.89

CONSUMPTION.

The daily average consumption from the combined works, and the consumption compared with that of 1888, has been as follows : —

1889.	COCHITUATE WORKS.		MYSTIC WORKS.		COMBINED SUPPLY.	
	Consumption in Gallons.	Percentage of Consumption of 1888.	Consumption in Gallons.	Percentage of Consumption of 1888.	Consumption in Gallons.	Percentage of Consumption of 1888.
January . . .	30,172,000	74.5	7,769,500	70.0	37,941,500	73.5
February . .	35,855,200	83.2	9,073,600	78.1	44,928,800	82.1
March	32,180,000	88.3	7,537,600	81.6	39,717,600	86.9
April	30,814,500	97.9	7,185,700	98.7	38,000,200	98.1
May	32,719,500	106.2	7,663,600	110.5	40,383,100	107.0
June	33,377,900	107.6	8,017,700	105.3	41,395,600	107.1
July	31,870,300	99.5	8,315,600	100.6	40,185,900	99.8
August . . .	31,403,200	96.8	8,113,200	103.2	39,516,400	98.1
September . .	31,722,800	99.6	7,966,000	109.6	39,688,800	101.5
October . . .	31,702,200	108.9	7,627,500	107.5	39,329,700	108.0
November . .	31,532,400	110.3	7,316,700	104.7	38,849,100	109.2
December . .	31,829,000	97.4	7,473,200	94.4	39,302,200	96.8
Average . . .	32,070,000	96.3	7,830,500	94.8	39,900,500	96.0

The daily average consumption per head of population has been as follows : —

Sudbury and Cochituate supply	82.7 gallons.
Mystic supply	70.4 “
Combined supplies	80.0 “

The above figures show a decrease of 3.7 per cent. in the consumption from the Sudbury and Cochituate works from that of the previous year; of 5.2 per cent. in the consumption from the Mystic works; and of 4 per cent. decrease in the consumption from the combined supplies.

DISTRIBUTION.

The following changes were made in the distribution system during the year : —

SIZE.	SUDBURY AND COCHITUATE WORKS.		MYSTIC WORKS IN CHARLESTOWN.	
	Total length laid and relaid.	Length abandoned.	Total length laid and relaid.	Length abandoned.
4"	273	2,430	1,621	2,942
6"	58,778	7,049	7,866	5,110
8"	20,943	1,054	1,507	454
10"	3,133	922	. . .	. . .
12"	24,758	626	. . .	. . .
16"	8,276	. . .	. . .	. . .
20"	15,785	. . .	. . .	. . .
30"	1,808	. . .	. . .	. . .
Total length.	133,754	12,081	10,994	8,506

The total length of pipe laid on the Sudbury and Cochituate works was 25.3 miles, and 2.3 miles have been abandoned, making a net increase of twenty-three miles in the total length in use. On the Mystic works in Charlestown the mains were extended 569 feet ; 1,919 feet of 2-inch service-pipes were relaid with 4 and 6 inch main pipes, and 8,506 feet of 4, 6, and 8 inch wrought-iron and cement pipes were replaced with cast-iron pipe.

The 30 and 16 inch mains, which were partly laid in 1888 to connect Charlestown with the Cochituate supply, were completed in December, by laying them across Warren bridge, siphons being placed under the channel at the draw-opening. The siphons consist, one of a 20-inch pipe, and the other of a 30-inch pipe, encased in a substantial box, made of hard pine, with the space between the pipe and the sides of the box filled with hydraulic cement-concrete. The siphon was so placed that in the channel the top of the box would be twenty-three feet below mean low water, being three feet lower than the 24-inch siphon that was laid on the other side of the bridge in 1883. The contract for building and lowering these siphons was awarded to John Cavanagh & Co., for \$14,700.

The method formerly employed for lowering siphons similar to these usually closed the river to navigation for at least three days. Before advertising for proposals for building

these siphons the subject of lowering them was carefully studied in consultation with Mr. Francis Low and Mr. John Cavanagh, with the result that the length of time during which navigation should be delayed by the lowering of each siphon was limited to twenty-four hours, and the specifications provided that only approved methods should be employed for lowering them. The method employed by the successful bidders was as follows : —

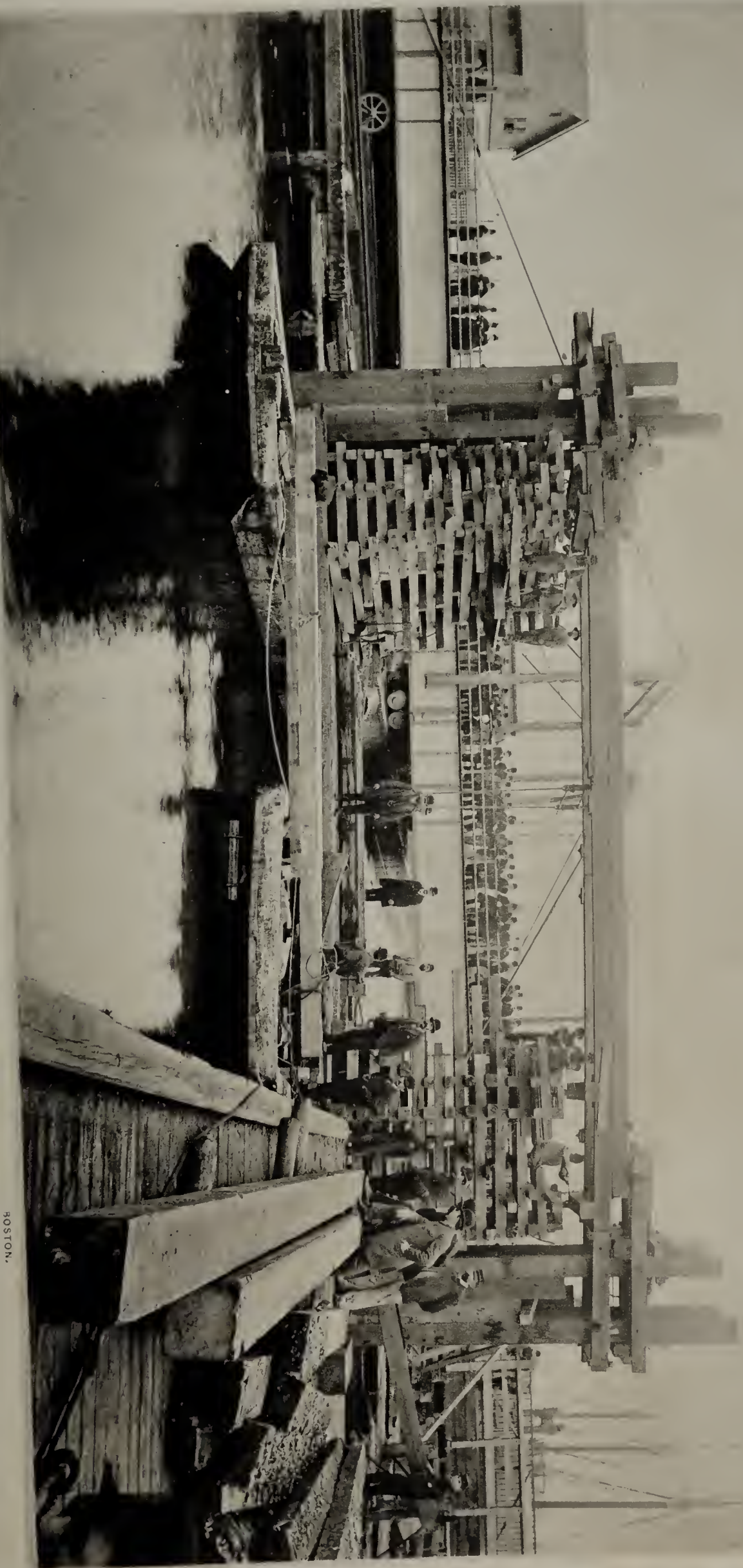
The siphons were partially built on the shore of Chelsea creek, nearly three miles from Warren bridge. After they were so far finished that when in place the arms would be above mean low water, they were moved on rolls to a point on the beach just above low water, and were then raised to a vertical position by means of screws. Each siphon was moved and placed separately. Two long and narrow scows were procured, one of which was secured to each side of the siphon, so as to float the siphon at flood-tide. The scows and suspended siphon were then towed through three draw-bridges to a point above Warren bridge. The scows were then changed from the sides of the siphon to positions between the vertical arms of the siphon, and the siphon was then floated over its final position at high water. The lowering into place was done by means of screws, assisted by the falling tide, and the channel was obstructed only during the ebbing of one tide for about six hours.

The 30-inch siphon was lowered on November 14 and the 20-inch on November 23. The illustration on opposite page shows the 30-inch siphon ready for lowering into place.

The beds for the siphons had to be dredged at least 10 feet below the bottom of the channel, and it was necessary to remove large portions of the draw-pier and wharf to accommodate the dredger. The 30 and 16 inch pipes were laid under the bridge and upon the draw-pier and wharf. The boxes to enclose and support the pipes were built by J. N. Hayes & Co., the greater portion of it by contract and a small portion by day's work. This work will be completed during the present month.

The laying of these pipes completes the "Connection with Charlestown" and "New Main to East Boston," which were begun in 1887; and Charlestown can now be supplied with water from both the low and high Sudbury and Cochituate services, if any emergency should arise in connection with the Mystic supply.

A 20-inch high-service main was laid from Parker-Hill reservoir to Boston Common, a distance of 15,948 feet. A right of way, 400 feet long and 10 feet wide, was secured through land of Franklin Dexter on Parker Hill, between



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THIRTY INCH SIPHON AT WARREN BRIDGE.

BOSTON.

NOT 10 1880

Parker Hill avenue and Hillside street. This shortened the length of the pipe line about 1,200 feet from that originally estimated upon, and was secured without any expense to the city. The main is laid over the Boston and Albany railroad at Huntington-avenue bridge, a wrought-iron pipe being used at that point; and the 16-inch low-service pipe, formerly laid upon the sidewalk of that bridge, was replaced by a wrought-iron pipe, both pipes being laid below the floor of the sidewalk.

Considerable delay was experienced in procuring the wrought-iron pipes; but water will be let into the pipe by the middle of the present month. This main will increase the pressure on the pipes near Beacon Hill about 10 pounds during the hours of greatest consumption.

A 16-inch high-service main was laid from Parker street to Walnut avenue near Egleston square, a distance of 6,145 feet, and the 12-inch pipe was connected through Seaver street. These mains give 12 to 14 feet additional head to the services on Elm Hill during the hours of greatest consumption, and no complaints of an insufficient supply have been heard since this connection was made.

The supply in Dorchester was improved by laying 3,900 feet of 12-inch pipe in Blue Hill avenue, from Grove Hall to Abbot street; 1,740 feet of 12-inch pipe in Mill and Preston streets, to Commercial Point; and by relaying 1,680 feet of 6-inch with 12-inch pipe in Savin Hill avenue.

The 6-inch pipe line to Long Island was completed during the year. The siphon and pipe-box at Neponset bridge were built and placed in position by J. N. Hayes & Co., the siphon, containing an 8-inch pipe, being lowered on Sunday, April 21.

The excavation for the pipe-trench on Long Island was done by inmates of Deer Island, and, in consequence, the completion of the work was somewhat delayed, so that the water was not turned on to the island until August 21.

ADDITIONAL SUPPLY.

On March 10 the preliminary work on Basin 5 on Indian brook was stopped for lack of funds, and was suspended until November 18, when a party began to run the final location lines for the changes of the road system in the vicinity of the basin.

In December borings were commenced to determine the location and character of the proposed dam, and the work of cross-sectioning the proposed basin was also commenced.

On November 25 the survey of Whitehall pond and adja-

cent territory was commenced and is now about completed. For particulars, see the following report of Desmond Fitz Gerald, Resident Engineer : —

BOSTON WATER WORKS,
OFFICE OF ADDITIONAL SUPPLY,
SOUTH FRAMINGHAM, MASS., Jan. 1, 1890.

WILLIAM JACKSON, ESQ., *City Engineer and Chief Engineer Boston Water-Works* : —

DEAR SIR, — I submit herewith a brief report of engineering work accomplished during the past year by the additional-supply force.

Between March 10 and November 18 no work was done on Basin 5, on account of lack of appropriation. On November 18 a party began the work of locating the new lines of the roads, slight changes having been made in the former lines. This work was completed on Dec. 28, 1889.

On December 12 a diamond drill was set up on the proposed line of the dam, and is still at work. Bed-rock was reached in the valley at a depth of 42 feet below the surface of the ground. The borings and test-pits have revealed the fact that the ground is full of heavy boulders and water, and the trench for the core-wall will be extremely difficult and costly to excavate. The test-pit on the southerly end of the dam was carried to the rock in December. Depth, 35 feet.

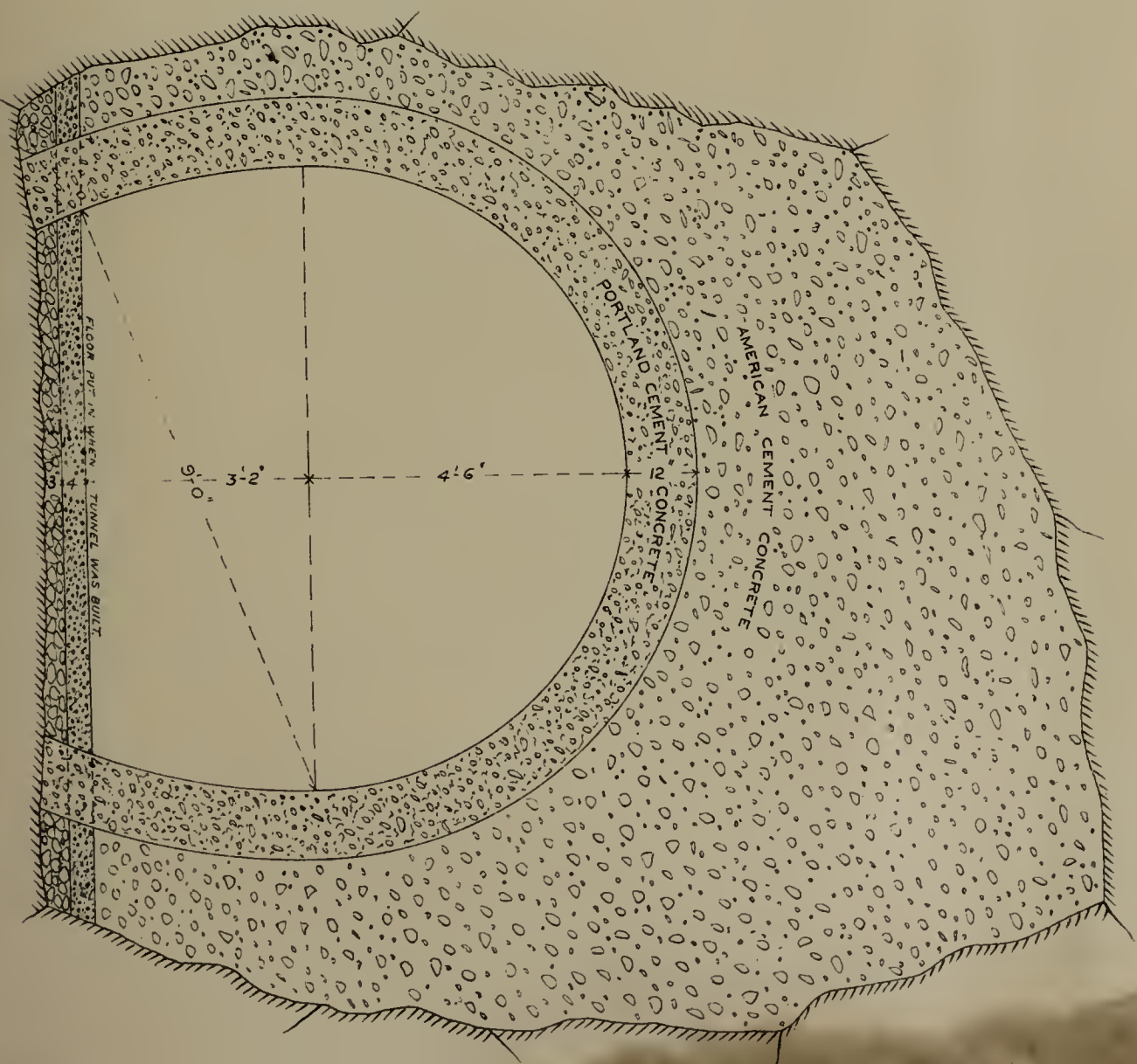
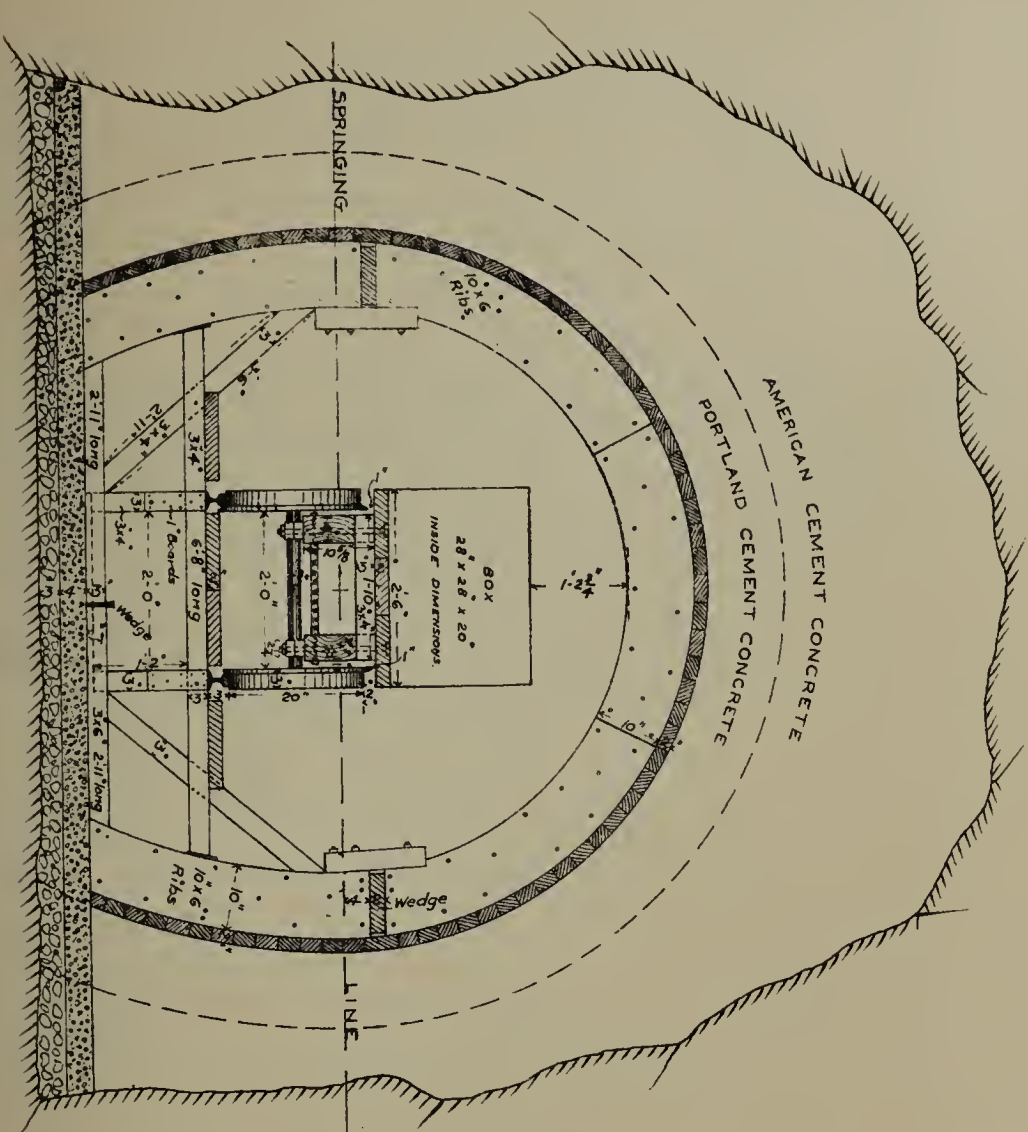
The engineering forces at the basin are now at work on the cross-sectioning of the valley, and getting out the quantities for the construction of the roads early in the spring. An artesian-well boring-machine will be started within a few days to hasten the borings, and a second diamond drill will be ordered.

A small force is now engaged in sinking a test-pit in the meadow by the brook.

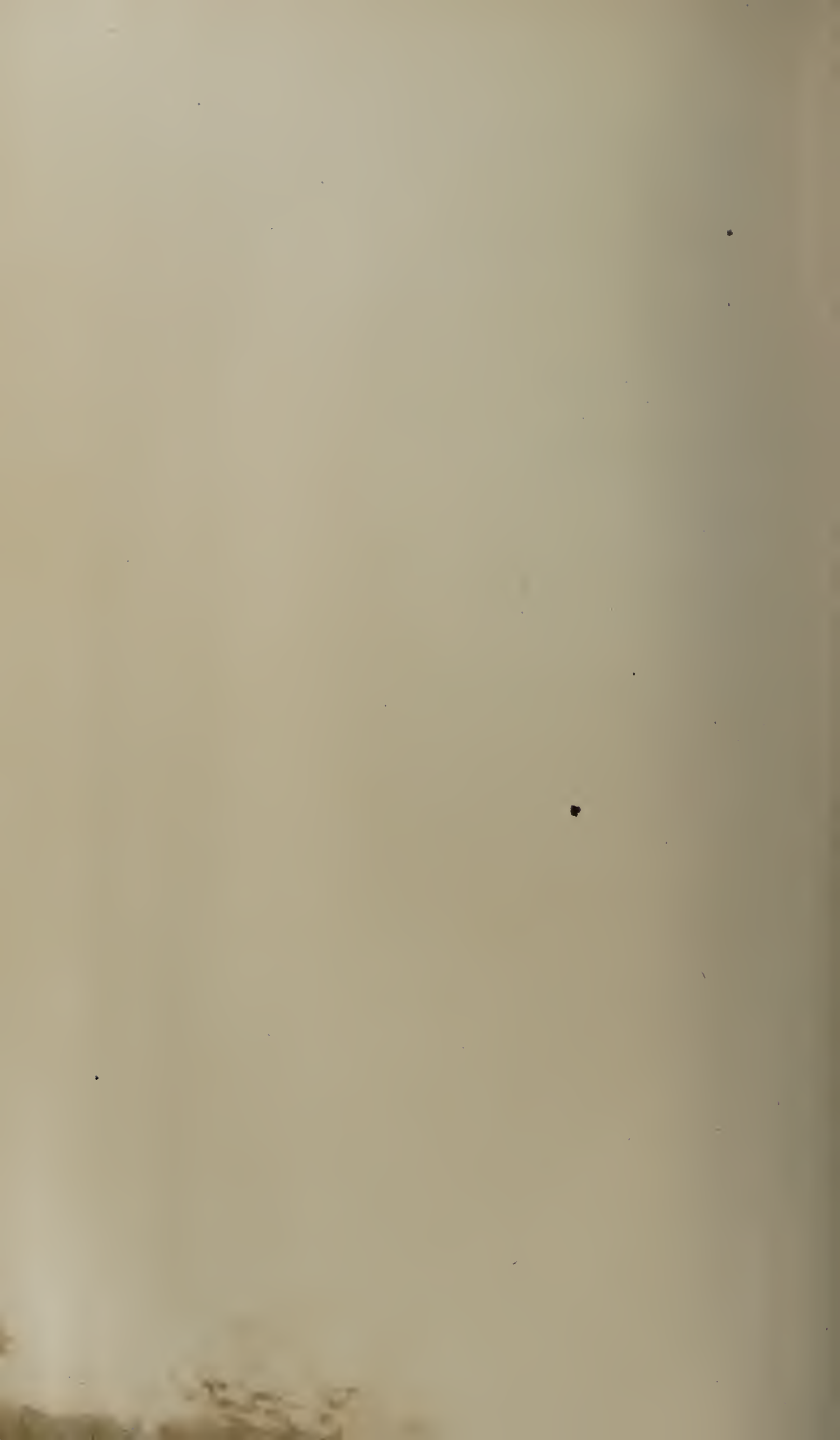
On November 25 a party was started at Whitehall pond to make a survey of the pond and neighborhood. A taking-line has been located, contours run, and the work is now nearly completed. This party will then be moved to Cedar swamp.

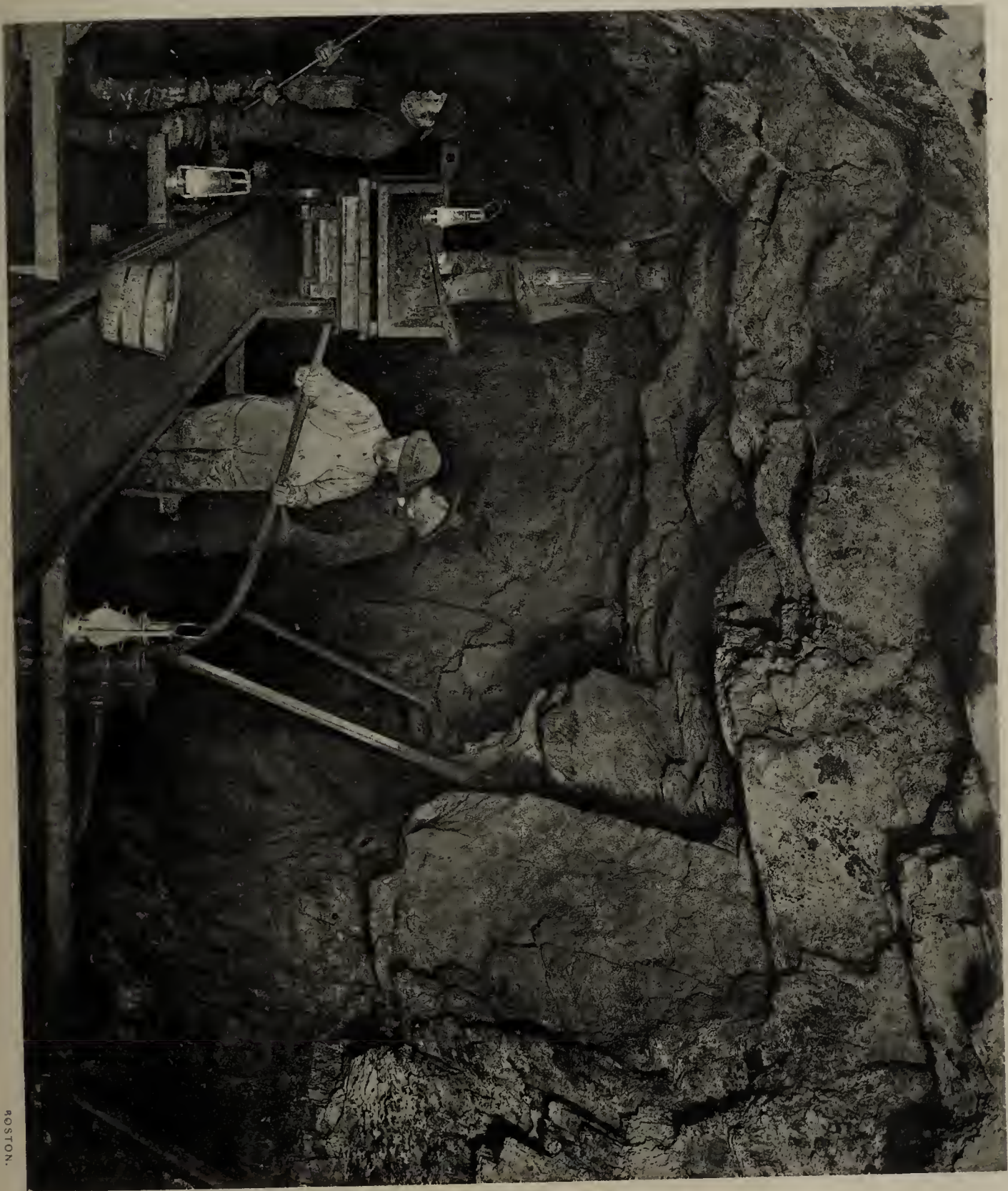
During the summer, contours were made of the valley of Cold Spring brook, below Dam 4, with reference to improving the channel. This survey showed the necessity of lowering the bridge abutments of one of the Ashland highway bridges on Main street.

These abutments were accordingly rebuilt in October and November, permission therefor having been obtained from the selectmen of Ashland.



SECTIONS SHOWING LINING OF PORTIONS OF BEACON STREET TUNNEL-1889

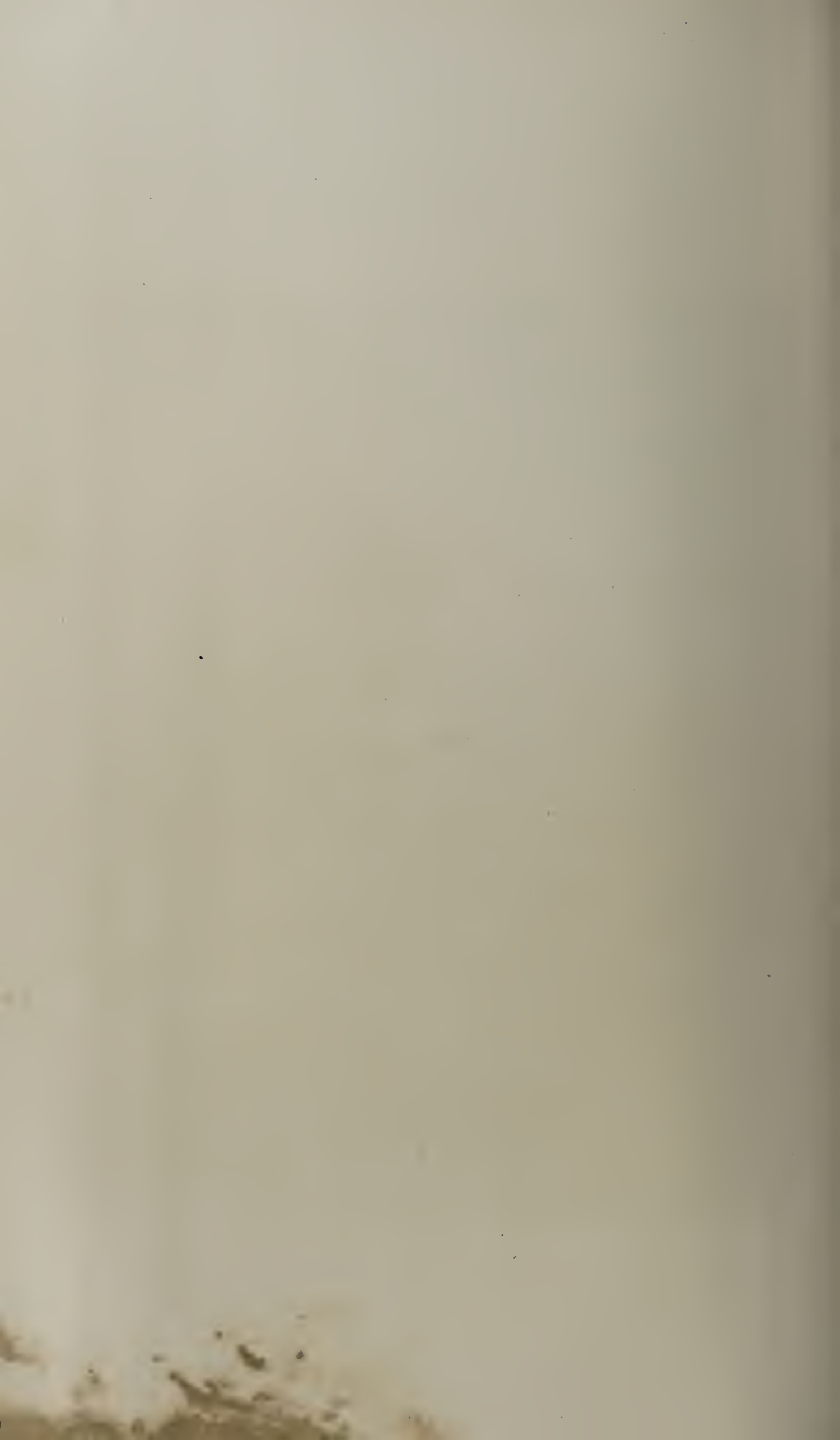




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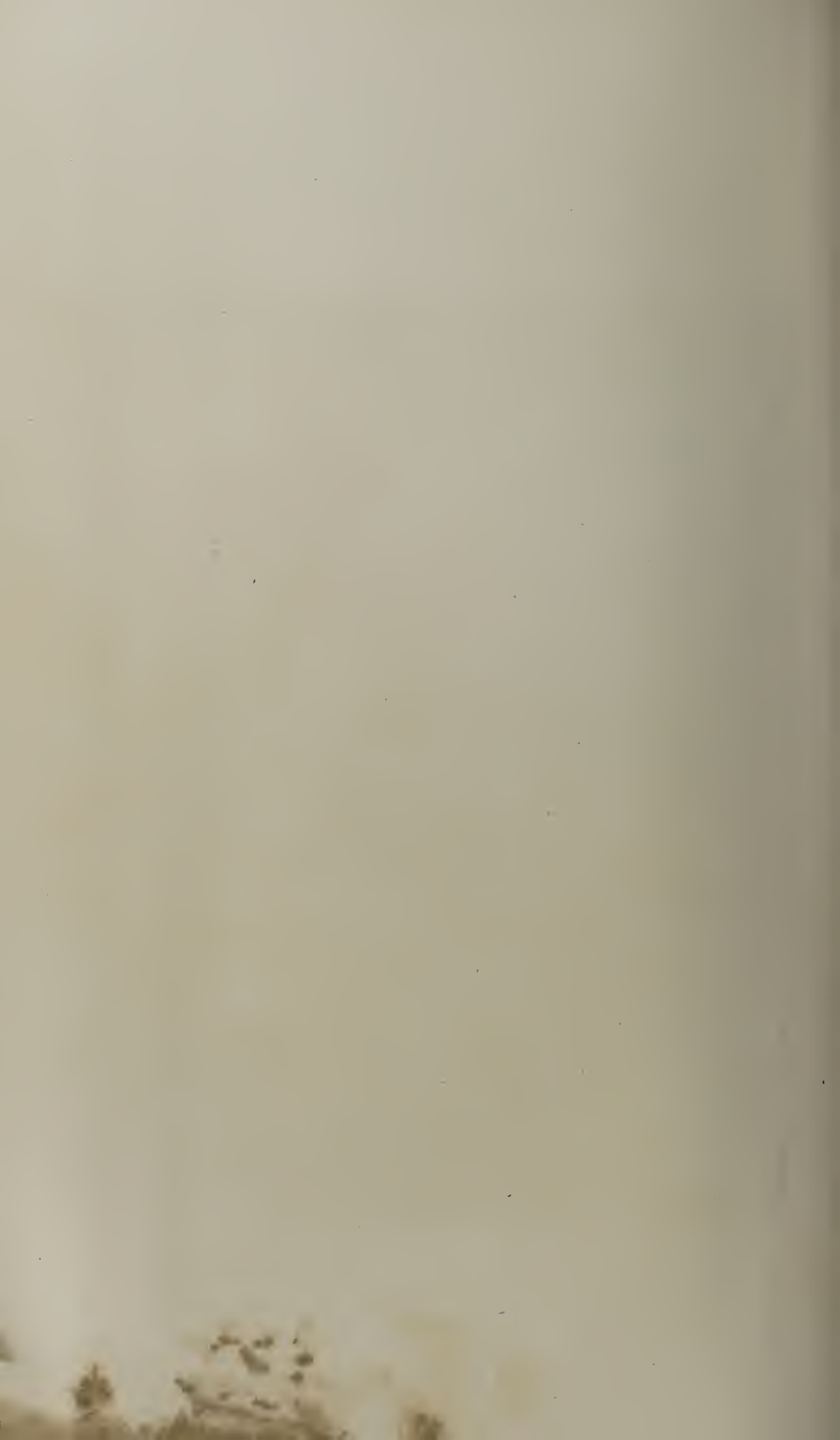




HELIO TYPE PRINTING CO.,

BEACON ST. TUNNEL. SUDBURY RIVER AQUEDUCT.

BOSTON.





HELIO TYPE PRINTING CO.,

BEACON ST. TUNNEL. SUDBURY RIVER AQUEDUCT.

BOSTON.



Under the head of maintenance the following engineering work has been carried on during the year : —

Plans were made early in the season for lining portions of the Beacon-street tunnel of the Sudbury-river aqueduct, which were in a dangerous condition from disintegration of the rock. The greater part of the summer was spent in putting a track into the tunnel, and in preparing to do the work.

The laying of concrete was begun in September, and is still in progress.

A biological laboratory has been built, and a party organized for the study of changes in the life in the water, both animal and vegetable.

A new set of experiments has been started at Chestnut-hill reservoir on filtration.

The plant has been for the most part procured, but the preparation of the tanks was stopped by the cold weather. Work will be resumed early in the coming season, and it is hoped that filtration may be started in this experimental plant by the beginning of May. The design, which is closely modelled on the Lawrence experiments, has received the approval of Mr. Hiram F. Mills. The object is to determine the exact effect of intermittent and continuous filtration on the Boston water and economic sections of materials.

In closing I may add that the past year has been an unusually active one in all departments of the works.

Very respectfully yours,

(Signed) DESMOND FITZ GERALD,
Resident Engineer.

IN GENERAL.

The valley of Cold Spring brook below Dam 4 was surveyed for improving the water-course.

The lining of portions of the Beacon-street tunnel of the Sudbury aqueduct has been commenced, and is now in progress. The lining is of concrete, the inside ring being of Portland cement, and the backing of Rosendale cement.

[The illustrations indicate the method of doing this work. Plate No. 2 shows a section in course of preparation, the bottom is being pumped out between two temporary dams, and men are trying the sidewalls and roof, so as to detach any loose stone. Plate No. 3 shows the mixing-beds, the material being brought to them by cars, each having a capacity for carrying in separate compartments one cask of cement, two of sand, or five of broken stone. The materials are shovelled from the cars into the beds, then mixed and

shovelled into a car, by which it is transported to the work. Plate No. 4 shows the car of concrete in position for the building of the arch.]

During the season the study of animal and vegetable life in the water supply has received considerable attention. Early in the season Mr. Geo. W. Rafter, who had made a special study of this subject, was engaged, and later a biological laboratory was built, and a force engaged to continue the study.

The experiments on filtration have been continued through the greater part of the year, with the result that it has been determined to continue the experiments on a more elaborate scale. A plant for these experiments is now in preparation, and Mr. Hiram F. Mills, of Lawrence, a member of the Mass. State Board of Health, who has already made special studies of filtration, has been engaged as consulting engineer.

The pipe for a 24-inch high-service main, from the corner of Prince and Perkins streets to Forest Hills, has been contracted for, and will be laid the coming season. This main is a portion of the main pipe line that will connect the proposed reservoir in Roslindale with Fisher Hill reservoir, and it will be desirable to extend this main still further within a short time, in order to further improve the water supply for Roslindale and West Roxbury village.

Thirty-nine contracts for rock excavation have been made during the year.

Two hundred and ninety petitions for main pipe extensions have been received and reported upon in regard to grade of streets, size of pipe, and cost of laying.

The pipe laid has been measured, the gates and hydrants located, and are being plotted on the plans.

Forty-seven profiles of unaccepted streets have been made and grades given for grading the streets and laying pipes wherever it was necessary.

The records from the four pumping stations, the lakes, reservoirs, the Mystic sewer, and the returns from the pipe foundries etc., have been carefully kept.

BOSTON WATER WORKS

REPORT OF THE BOARD OF WATER COMMISSIONERS
FOR THE YEAR 1890

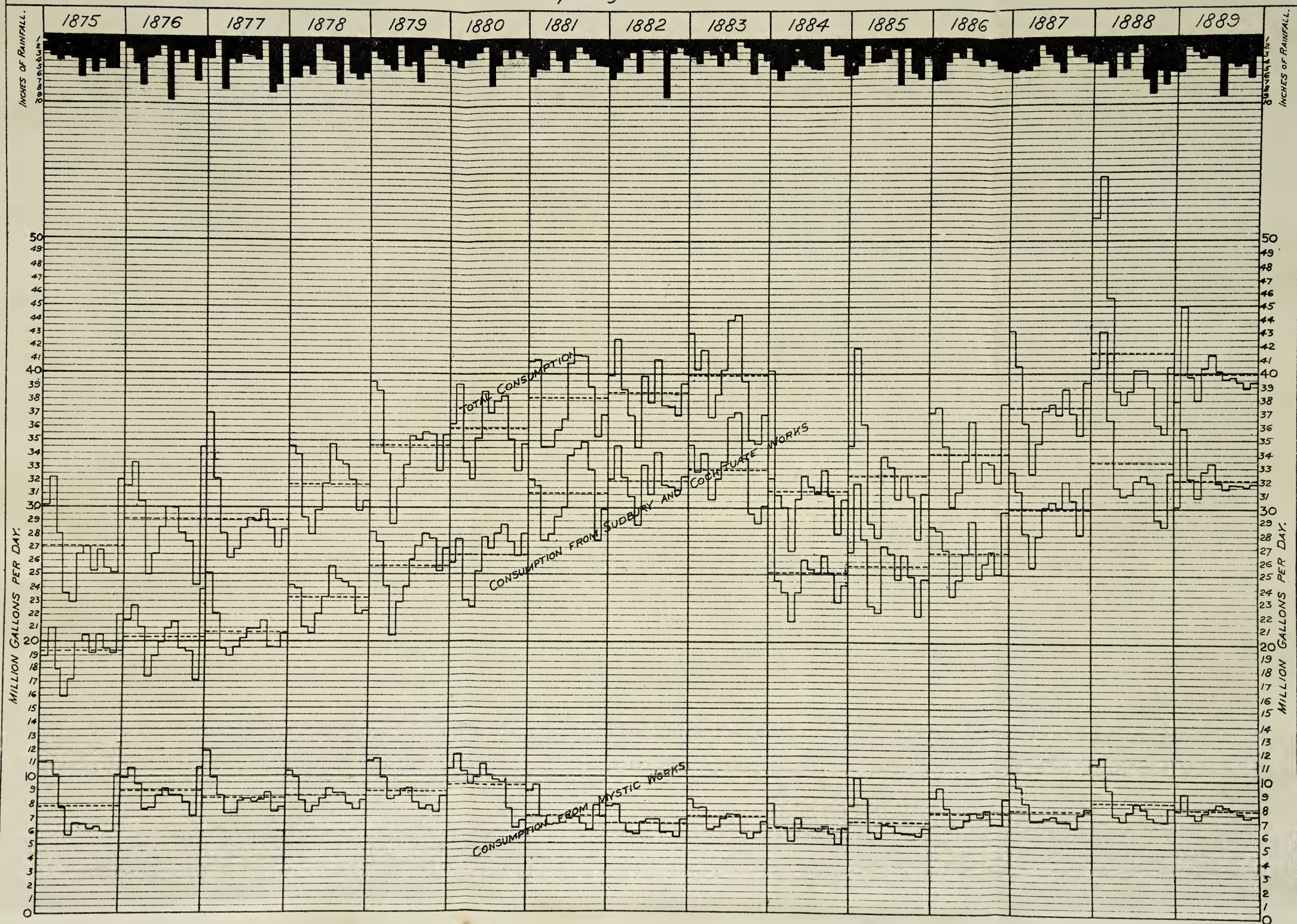
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BOSTON WATER WORKS.

Diagram showing the rainfall and daily average Consumption
for each month.

Yearly Averages shown thus-----



Daily Average Consumption of Water, in Gallons, from the Cochituate and Mystic Works.

COCHITUATE WORKS.								MYSTIC WORKS.						
MONTHS.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1883.	1884.	1885.	1886.	1887.	1888.	1889.
January	34,715,500	32,162,300	26,711,900	28,561,900	32,687,600	40,485,700	30,172,000	8,369,600	8,019,100	7,855,400	8,510,300	10,488,600	11,107,100	7,769,500
February	32,690,700	24,598,000	31,847,400	28,291,100	31,224,300	43,105,000	35,855,200	7,714,700	6,349,500	10,019,500	9,275,700	9,346,700	11,620,900	9,073,600
March	34,110,700	23,711,900	27,697,200	26,886,800	28,124,100	36,463,400	32,180,000	7,737,300	6,337,100	8,487,500	7,780,000	8,175,000	9,242,000	7,537,600
April	30,617,600	21,505,700	22,720,450	23,470,400	25,591,500	31,473,800	30,814,500	6,171,100	5,242,100	6,042,600	6,636,500	6,933,800	7,276,700	7,185,700
May	32,169,500	23,708,500	22,168,400	24,680,100	27,925,000	30,802,000	32,719,500	6,319,100	5,800,000	5,605,700	6,444,000	6,916,300	6,932,300	7,663,600
June	33,419,200	26,184,600	27,214,800	26,574,900	30,069,000	31,026,100	33,377,900	6,912,500	6,245,600	6,594,200	6,941,100	7,159,800	7,615,200	8,017,700
July	36,774,000	25,409,000	26,606,200	28,987,500	30,469,700	32,014,400	31,870,300	7,307,600	6,312,300	6,513,300	7,437,500	7,250,000	8,267,500	8,315,600
August	37,141,000	25,065,200	24,686,400	24,770,600	30,063,100	32,432,700	31,403,200	7,261,500	6,088,400	6,047,600	7,166,800	6,871,900	7,859,100	8,113,200
September . . .	33,645,600	26,389,500	26,493,600	25,835,600	31,946,600	31,836,500	31,722,800	5,846,300	6,411,150	5,931,900	7,585,200	6,868,600	7,266,300	7,966,000
October	29,575,800	25,022,900	24,945,500	26,713,100	30,562,700	29,110,800	31,702,200	5,497,200	5,834,200	5,914,900	6,552,000	6,436,600	7,096,400	7,627,500
November . . .	28,839,300	22,954,200	21,942,750	25,036,200	28,062,000	28,590,900	31,532,400	5,930,600	5,119,700	5,710,300	6,546,000	7,361,200	6,990,800	7,316,700
December	30,174,200	24,234,800	24,724,900	29,706,800	31,511,500	32,686,200	31,829,000	6,771,500	6,330,800	6,356,700	8,043,500	7,835,300	7,918,600	7,473,200
Yearly average .	32,836,900	25,090,500	25,607,200	26,627,900	29,852,100	33,310,700	32,070,000	6,819,200	6,209,700	6,737,350	7,399,800	7,629,000	8,258,400	7,830,500

Diversion of Sudbury-River Water, 1881-89.

MONTH.	1881.		1882.		1883.		1884.		1885.	1886.	1887.	1888.	1889.	
	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Chestnut- Hill Res'r.	To Lake Cochituate.	To Chestnut- Hill Res'r.
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
January		814,800,000	595,000,000			733,400,000		697,000,000	473,900,000	502,200,000	602,200,000	895,400,000		484,500,000
February		680,300,000	975,700,000			597,800,000	1,094,300,000	265,400,000	560,400,000	380,800,000	472,000,000	906,700,000		564,600,000
March		853,600,000	1,002,300,000	17,200,000		634,700,000		312,500,000	495,900,000	467,400,000	456,700,000	691,400,000		584,500,000
April		810,700,000	781,200,000	967,900,000		535,700,000		228,800,000	350,400,000	307,000,000	385,400,000	468,800,000		490,500,000
May		960,100,000	502,300,000	260,000,000		613,800,000		268,400,000	308,500,000	344,700,000	444,200,000	566,300,000	233,400,000	615,700,000
June		941,700,000	491,800,000			631,600,000	168,400,000	414,500,000	768,000,000	427,100,000	463,600,000	489,000,000		567,600,000
July		911,200,000	646,900,000			754,300,000	152,000,000	430,100,000	434,600,000	534,500,000	387,500,000	528,900,000		534,000,000
August		730,700,000	655,800,000			640,900,000	1,600,000	406,100,000	401,100,000	463,100,000	352,800,000	626,600,000		443,700,000
September		731,500,000	308,900,000			467,100,000		442,200,000	386,100,000	414,700,000	577,300,000	581,600,000		475,500,000
October		429,300,000	570,300,000			483,300,000		432,900,000	368,300,000	474,100,000	672,300,000	435,900,000		414,100,000
November		321,700,000	572,300,000			580,800,000		363,900,000	297,600,000	381,800,000	607,100,000	410,900,000		454,600,000
December	187,600,000	472,100,000	632,200,000			536,800,000		432,500,000	379,900,000	570,200,000	703,000,000	605,200,000		501,200,000
Totals	187,600,000	8,657,700,000	7,735,200,000	1,245,100,000	1,416,300,000	7,209,900,000	1,416,300,000	4,694,300,000	5,224,700,000	5,267,600,000	6,124,100,000	7,224,700,000	233,400,000	6,130,500,000
Tot'l div'rsion from Sud- bury river }	8,845,300,000		7,735,200,000		8,455,000,000		6,110,600,000		5,224,700,000		6,124,100,000		6,363,900,000	
	24,233,700		21,192,300		23,164,400		16,695,600		14,314,200		16,778,400		19,739,600	
Average daily diversion for whole year }													17,435,300	

Statement showing Amount of Water diverted from Sudbury River to Lake Cochituate and Chestnut-Hill Reservoir; Amount wasted; Amount of flow in River; Percentage of Rainfall collected, etc., 1875 to 1889.

(Water-shed from 1875 to 1878, inclusive, = 77.764 sq. miles; in 1879 and 1880 = 78.238 sq. miles; and from 1881 to 1889, inclusive, = 75.2 sq. miles.)

YEAR.	Amount of Water diverted to Lake Cochituate and Chestnut Hill Reservoir.	Amount of Water used by Framingham Water Co.	Amount of Water wasted from River.	STORAGE.		Total amount of flow in River.	Daily average amount of flow in River.	Rainfall.	Rainfall collected.	Percentage of Rainfall collected.
				Gain.	Loss.					
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Inches.	Inches.	Per cent.
1875	2,555,800,000		24,971,600,000	66,300,000		27,593,700,000	75,599,200	45.490	20.418	44.88
1876	2,528,300,000		29,942,300,000		160,700,000	32,309,900,000	88,278,400	49.563	23.908	48.24
1877	1,894,350,000		32,438,300,000	112,100,000		34,444,750,000	94,369,200	44.018	25.487	57.90
1878	3,422,100,000		37,125,200,000	654,700,000		41,202,000,000	112,882,200	57.931	30.487	52.63
1879	3,749,200,000		20,817,500,000	962,200,000		25,528,900,000	69,942,200	41.419	18.775	45.33
1880	6,230,200,000		11,290,000,000		958,600,000	16,561,600,000	42,250,300	38.177	12.182	31.91
1881	8,845,300,000		17,279,000,000	751,700,000		26,876,000,000	73,633,900	44.169	20.565	46.56
1882	7,735,200,000		16,273,900,000		352,600,000	23,656,500,000	64,812,300	39.394	18.102	45.95
1883	8,455,000,000		7,251,900,000		1,086,400,000	14,620,500,000	40,056,200	32.780	11.188	34.13
1884	6,110,600,000		23,228,900,000	1,744,600,000		31,084,100,000	84,929,200	47.135	23.784	50.46
1885	5,224,700,000	61,800,000	19,878,800,000		446,900,000	24,718,400,000	67,721,600	43.545	18.916	43.44
1886	5,266,600,000	76,600,000	23,023,000,000	1,464,500,000		29,831,700,000	81,730,700	46.065	22.825	49.55
1887	6,124,100,000	87,500,000	25,334,500,000	117,400,000		31,663,500,000	86,749,300	42.705	24.227	56.73
1888	7,224,700,000	61,500,000	39,040,500,000	390,600,000		46,717,300,000	127,642,900	57.465	35.749	62.21
1889	6,363,900,000	59,500,000	31,550,400,000		2,800,000	37,971,000,000	104,030,100	49.95	29.056	58.17
Averages .	5,448,736,700	69,380,000	23,963,053,300			29,651,990,000	80,975,200	45.320	22.378	48.54

Statement showing Amount of Water drawn from Lake Cochituate; Amount wasted; Amount collected in Lake; Amount received into Lake from Sudbury River; Percentage of Rainfall collected, etc., 1852 to 1889; Water-shed of Lake, 12,077 Acres.

YEAR.	Amount of Water drawn from Lake.	Amount of Water wasted from Lake.	Amount received into Lake from Sudbury River.	STORAGE.		Total amount of Rainfall collected in Lake.	Daily average amount of Rain- fall collected in Lake.	Rainfall.	Rainfall collected.	Percentage of Rainfall collected.
				Loss.						
				Gain.	Loss.					
	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Inches.	Inches.	Per cent.
1852 ¹	2,974,042,800	4,020,566,900			261,360,000	6,733,249,700	18,396,900	47.93	20.61	43.
1853	3,117,939,500	3,166,417,500		239,580,000		6,523,937,000	17,873,800	55.73	19.51	35.
1854	3,614,230,000	4,187,733,000			217,800,000	7,584,163,000	20,778,500	43.15	22.87	53.
1855	3,776,399,500	No account kept			326,700,000			34.96		
1856	4,409,787,600	"		598,950,000				40.80		
1857	4,644,990,000	10,625,900,000		32,670,000		15,303,560,000	41,927,600	63.10	46.69	74.
1858	4,689,155,000	1,934,500,000			141,570,000	6,482,085,000	17,759,000	48.66	19.46	40.
1859 ²	4,808,875,000	7,569,000,000		283,140,000		12,661,015,000	34,687,700	49.02	38.24	78.
1860	6,309,108,000	None.		174,240,000		6,483,348,000	17,714,100	55.44	19.40	35.
1861	6,639,095,900	3,377,559,000			1,439,260,000	8,557,394,900	23,444,900	45.44	25.45	56.
1862	6,059,000,000	33,200,000		1,306,800,000		7,399,000,000	20,271,200	49.69	22.36	45.
1863	5,927,052,500	2,165,636,500		762,300,000		8,855,049,000	24,260,400	69.30	26.88	39.
1864	6,105,306,700	1,368,746,000			1,848,577,000	5,625,475,700	15,370,200	42.60	18.35	43.
1865	4,621,630,000	1,688,120,700		743,242,500		7,052,993,200	19,323,300	49.46	20.50	41.
1866	4,463,585,000	None.		743,242,500		5,206,827,500	14,265,300	62.32	16.01	26.
1867	4,951,225,000	2,482,041,000			698,811,000	6,734,455,000	18,450,600	56.25	21.80	39.

1868		5,405,515,000	2,507,684,000		346,371,000		8,259,570,000	22,567,200	49.71	24.98	50.
1869		5,503,751,000	1,635,570,000		480,882,000		7,620,203,000	20,877,300	64.34	21.99	34.
1870		5,477,810,000	4,818,971,000			1,736,085,000.	8,560,696,000	23,453,900	55.89	26.08	47.
1871		5,223,500,000	None.			250,933,000	4,972,567,000	13,623,500	45.39	15.16	33.
1872		5,775,151,200	None.	1,676,666,400	1,543,995,500		5,642,480,300	15,416,600	48.47	17.22	35.
1873		6,511,826,900	2,917,977,000			515,132,000	8,914,671,900	24,423,800	45.43	27.13	60.
1874		6,623,972,900	1,145,851,700			1,367,715,000	6,402,109,600	17,540,000	35.93	19.52	54.
1875		7,092,955,500	None.	2,555,800,000	1,222,885,000		5,760,040,500	15,780,900	45.49	17.57	39.
1876		7,277,175,200	1,619,243,800	2,528,300,000	43,438,000		6,411,557,000	17,517,900	48.49	19.54	40.
1877		7,626,889,200	1,484,978,600	1,894,350,000	378,727,000		7,596,244,800	20,811,600	43.80	23.17	53.
1878		7,743,904,700	3,341,875,000	2,668,300,000	219,789,000		8,637,268,700	23,663,700	53.58	26.34	49.
1879		6,051,838,900	1,523,361,400	411,300,000		1,322,697,300	5,841,203,000	16,003,300	38.01	17.81	47.
1880		4,284,147,100	65,577,700	826,700,000		146,265,000	3,376,759,800	9,226,100	35.83	10.30	29.
1881		2,846,459,700	2,231,016,700	187,600,000	468,089,400		5,357,965,800	14,679,400	41.09	16.34	40.
1882		3,935,490,600	1,358,543,700			357,334,700	4,936,699,600	13,525,200	40.29	15.05	37.
1883		4,731,227,700	162,361,800	1,245,100,000		334,400,000	3,314,089,500	9,079,700	31.20	10.11	32.
1884		4,533,156,450	1,842,837,100	1,416,300,000	1,340,436,700		6,300,130,250	17,213,450	45.57	19.21	42.
1885		4,091,674,900	1,006,622,800		8,594,800		5,106,892,500	13,991,500	43.66	15.57	36.
1886		4,432,536,100	3,116,283,200			360,662,000	7,188,157,300	19,693,600	46.97	21.92	47.
1887		4,802,120,700	3,658,652,900			763,205,000	7,697,568,600	21,089,200	41.58	23.47	56.
1888		4,968,503,100	4,229,200,000		959,309,000		10,157,012,100	27,751,400	56.93	30.97	54.
1889		5,570,423,600	3,373,929,000	233,400,000	454,766,800		9,165,719,400	25,111,600	50.23	27.95	56.
Averages		5,200,564,600	2,351,667,200				7,178,393,300	19,654,600	47.94	21.82	45.

¹ Observation of rainfall at Lake Cochituate commenced 1852, and these observations are assumed as correct for the whole district.
² Lake raised two feet.

Table showing the Average Monthly and Yearly Heights above Tide-marsh Level of the Water in the Lakes and Reservoirs of the Boston Water-Works.

MONTHS.	Reservoir No. 1. Flash boards. 159.29.		Reservoir No. 2. Flash boards. 167.12.		Reservoir No. 3. Stone crest. 175.24.		Reservoir No. 4. Flash boards. 215.21.		Farm Pond. High water. 149.25.		Lake Cochituate. High water. 134.36.		Chestnut-Hill Reservoir. High water. 124.00.		Brookline Reservoir. High water. 124.00.		Parker-Hill Reservoir. High water. 219.00.		Mystic Lake. High water. 7 00		Mystic Reservoir. High water. 147.00.		Fisher-Hill Reservoir. High water. 241.00.	
	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.	1888.	1889.
January . .	157.80	158.24	165.86	166.35	175.39	175.62	210.46	214.69	149.27	149.43	125.97	132.31	123.59	123.66	123.22	123.46	219.00	219.00	5.31	5.41	146.88	146.72	239.42	239.71
February .	158.00	157.92	166.22	166.12	173.19	175.43	212.93	214.54	149.29	149.72	126.40	132.51	123.65	123.61	123.28	123.37	219.00	219.00	5.22	5.53	146.95	146.84	239.20	239.64
March . . .	158.22	157.94	165.29	166.13	172.94	175.52	213.83	214.51	149.27	149.37	129.35	132.44	123.73	123.84	123.43	123.64	219.00	219.00	5.22	6.03	146.89	146.75	239.55	239.71
April . . .	158.23	157.97	166.21	166.55	175.55	175.58	214.85	214.52	149.25	149.35	130.60	133.19	123.81	123.85	123.56	123.67	219.00	219.00	5.86	6.31	146.76	146.69	239.42	239.76
May . . .	158.01	158.24	166.17	166.52	175.51	175.51	215.07	214.71	149.28	149.37	130.14	134.09	123.55	123.82	123.20	123.40	219.00	219.00	6.51	6.59	146.81	146.64	239.31	239.73
June . . .	158.39	158.88	166.81	166.01	175.13	175.47	215.13	214.76	149.25	149.45	129.09	133.71	123.82	123.75	123.64	123.56	219.00	219.00	6.61	6.58	146.54	146.56	239.46	239.44
July . . .	158.92	159.39	164.26	163.52	174.45	175.43	215.11	215.01	149.26	149.36	127.31	132.85	123.76	123.91	123.57	123.72	217.62	217.95	5.78	6.63	146.47	146.71	239.20	240.14
August . .	158.91	158.65	162.45	167.27	174.27	175.60	212.50	215.01	149.28	149.55	126.20	132.73	133.73	123.63	123.53	123.44	217.95	217.95	4.79	6.43	145.60	146.70	238.40	239.90
September,	159.29	157.81	164.26	167.04	175.43	175.34	212.80	215.09	148.31	149.41	126.42	130.75	123.75	123.56	123.57	123.35	218.15	218.15	5.11	6.32	144.83	146.59	239.08	239.65
October . .	157.52	158.00	167.41	164.50	175.69	175.41	215.20	214.77	148.19	149.50	127.91	131.23	123.43	123.54	123.27	123.35	218.09	218.09	6.22	6.31	146.42	146.60	239.77	240.41
November .	157.05	158.01	167.38	162.70	175.58	175.54	215.02	214.57	149.27	149.36	127.89	131.77	123.51	123.50	123.36	123.32	217.81	217.81	5.82	4.01	146.61	146.79	239.68	240.01
December .	157.30	158.17	166.52	166.27	175.59	175.70	214.57	214.66	149.42	149.46	130.30	132.99	123.41	123.58	123.22	123.37	218.09	218.09	5.28	5.66	146.68	146.69	239.46	240.31
Yearly averages {	158.14	158.27	165.74	165.75	174.89	175.51	213.96	214.74	149.11	149.44	128.13	132.55	123.65	123.69	123.40	123.47	218.48	218.48	5.64	5.98	146.45	146.69	239.33	239.87

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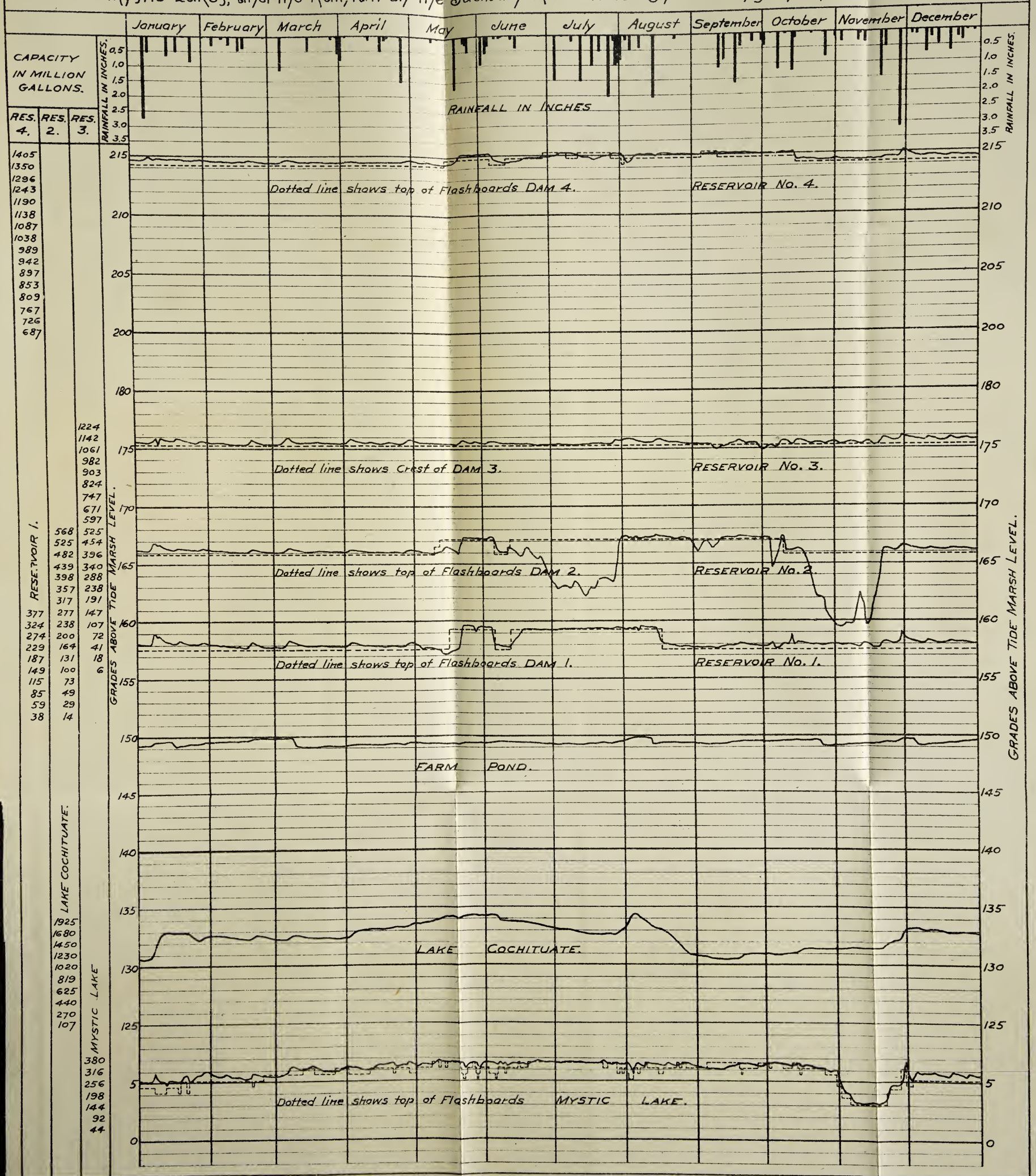
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BOSTON WATER WORKS.

Diagram showing the heights of Sudbury River Reservoirs, Farm Pond, and Cochituate and Mystic Lakes, and the Rainfall on the Sudbury River Water Shed during the year 1889.



Statement showing Amount of Water drawn from Mystic Lake; Amount wasted; Amount of Rainfall collected in Lake; Percentage of Rainfall collected, etc., 1876 to 1889; Water-shed of Lake, 17,200 Acres.

YEAR.	Amount of Water drawn from Lake.	Amount of Water wasted from Lake.	STORAGE.		Total amount of Rainfall collected in Lake.	Daily average amount of Rainfall col- lected in Lake.	Rainfall.	Rainfall collected.	Percentage of Rainfall collected.
			Gain.	Loss.					
			Gallons.	Gallons.	Gallons.	Gallons.	Inches.	Inches.	Per cent.
1876	3,230,101,300	6,369,774,700		32,583,000	9,567,293,000	26,140,100	47.00	20.49	43.6
1877	3,069,554,800	7,250,223,500		16,291,400	10,303,486,900	28,228,700	43.095	22.06	51.2
1878	3,367,490,400	8,718,547,600		26,000,000	12,060,038,000	33,041,200	54.065	25.82	47.8
1879	3,490,848,200	4,625,691,800		203,000,000	7,913,540,000	21,680,900	35.30	16.94	48.0
1880	3,692,195,700	2,158,761,200		113,500,000	5,703,756,900	15,584,000	34.42	12.21	35.5
1881	2,815,579,900	5,534,300,000	371,200,000		8,721,079,900	23,893,400	41.91	18.67	44.5
1882	2,570,896,700	4,444,668,000	15,000,000		7,030,564,700	19,261,800	39.165	15.05	38.4
1883	2,664,514,200	2,034,702,600		347,579,000	4,351,637,800	11,922,300	31.22	9.32	29.84
1884	2,469,761,000	6,574,003,800	380,600,000		9,424,364,800	25,749,600	44.39	20.18	45.46
1885	2,639,278,800	5,588,860,500		33,200,000	8,194,939,300	22,451,900	44.50	17.55	39.43
1886	2,862,947,500	7,743,258,900		28,400,000	10,577,806,400	28,980,300	45.56	22.65	49.71
1887	2,954,257,500	7,414,213,000		11,000,000	10,357,470,500	28,376,600	46.42	22.17	47.77
1888	3,205,121,100	11,334,593,100		6,000,000	14,533,714,200	39,709,600	56.745	31.12	54.84
1889	3,007,539,800	8,879,787,500	12,000,000		11,899,327,300	32,600,900	50.395	25.48	50.56
Averages	3,002,863,350	6,333,670,400			9,331,358,550	25,544,400	43.87	19.98	44.76

Statement of Operations at the Chestnut-Hill Pumping-Station for 1889.

1889.	Engine No. 1.			Engine No. 2.			Total amount pumped.	Daily average amount pumped.	Total amount of coal consumed.	Daily average amount of coal consumed.	Total ashes and clinkers.	Per cent. ashes and clinkers.	Quantity pumped per lb. of coal. No correction for heating and lighting.	Quantity pumped per lb. of coal. Corrected for heating and lighting.	Average lift in feet.	Duty in ft.-lbs. per 100 lbs. of coal.			Water evaporated in Boilers per lb. of coal.	
	Total pump- ing time.		Amount pumped.	Total pump- ing time.		Amount pumped.										Corrected for heating buildings.	Corrected for heating and lighting.	Actual.	From and at 21°	
	Hrs.	Min.	Gallons.	Hrs.	Min.	Gallons.														
Months.																				
January	373	10	120,360,000	162	10	53,757,850	174,117,850	5,616,700	214,705	6,926	16,047	7.5	811.0	873.4	122.78	83,041,400	89,435,600	89,435,600	9.47	11.23
February	510	15	170,303,500	.	.	.	170,303,500	6,082,300	198,564	7,092	14,428	7.3	857.7	933.2	123.28	88,182,400	95,942,500	95,942,500	9.72	11.52
March	425	.	144,535,250	101	45	32,656,500	177,191,750	5,715,900	209,946	6,772	15,193	7.2	844.0	904.8	123.48	86,915,800	93,173,700	93,173,700	9.51	11.31
April	.	.	.	511	50	162,530,250	162,530,250	5,417,700	189,852	6,328	13,517	7.1	856.1	898.0	122.92	87,762,200	92,062,500	92,062,500	9.67	11.52
May	.	.	.	571	15	183,062,250	183,062,250	5,905,200	196,913	6,352	14,900	7.6	929.7	929.7	122.72	95,149,300	95,149,300	95,149,300	9.66	11.26
June	209	50	70,932,750	349	55	112,940,750	183,873,500	6,129,100	195,862	6,529	14,702	7.5	938.8	945.4	122.35	95,794,200	95,794,200	96,464,800	9.75	11.30
July	563	.	187,811,750	.	.	.	187,811,750	6,058,400	207,265	6,686	15,309	7.4	906.1	945.1	122.46	92,545,900	92,545,900	96,525,400	9.85	11.36
August	551	30	188,040,100	.	.	.	188,040,100	6,065,800	212,773	6,864	16,040	7.4	883.8	925.3	122.87	90,562,000	90,562,000	94,818,400	9.71	11.22
September,	545	.	189,435,725	.	.	.	189,435,725	6,314,500	214,604	7,153	18,309	8.5	882.7	931.2	123.15	90,661,900	91,296,500	95,678,700	9.70	11.26
October	.	.	.	534	.	182,895,575	182,895,575	5,899,900	212,419	6,852	17,847	8.4	861.0	960.9	124.06	89,085,600	93,361,700	99,430,200	10.25	11.90
November,	.	.	.	489	50	169,846,250	169,846,250	5,661,500	201,672	6,722	17,945	8.9	842.2	951.7	124.27	87,285,600	91,911,700	98,621,300	9.96	11.61
December.	438	15	152,121,470	65	.	22,695,825	174,817,295	5,639,300	208,176	6,715	19,253	9.2	839.8	953.2	124.18	86,970,400	91,927,700	98,730,300	10.13	11.88
Totals and averages,	3616	.	1,223,540,545	2785	45	920,385,250	2,143,925,795	5,873,800	2,462,751	6,747	193,490	7.9	870.5	928.8	123.21	89,454,300	92,719,400	95,445,400	9.78	11.44

Statement of Operations at the Mystic Pumping-Station for 1889.

1889.	ENGINE No. 1.			ENGINE No. 2.			ENGINE No. 3.			Daily average amount pumped.	Daily average amount of coal consumed.	Daily average amount ashes and clinkers.	Per cent. ashes.	Quantity pumped per lb. of coal.	Average lift in feet.	Duty in foot-pounds per 100 lbs. of total coal.
	Total pumping time.		Amount pumped.	Total pumping time.		Amount pumped.	Total pumping time.		Amount pumped.							
	Hrs.	Min.		Hrs.	Min.		Hrs.	Min.								
	Month.	Hrs.	Min.	Gallons.	Hrs.	Min.	Gallons.	Hrs.	Min.								Gallons.	Lbs.	Lbs.	Per ct.	Gal.	Feet.	Ft.-lbs.
January				74	15	14,405,400	726	. . .	226,739,200	241,144,600	7,778,900	1,374	8.9	451.6	146.64	55,227,400
February	8		2,008,300	215	45	40,317,000	664	. . .	211,430,400	253,755,700	9,062,700	1,705	8.3	440.9	146.84	53,998,400
March				30	15	6,024,900	721	30	228,019,200	234,044,100	7,549,800	1,388	8.5	461.2	146.18	56,223,200
April							720	. . .	215,091,200	215,091,200	7,169,700	1,327	8.6	466.6	146.20	56,889,900
May							744	. . .	237,824,000	237,824,000	7,671,700	1,290	7.9	471.4	146.43	57,569,300
June				43	. . .	8,531,500	702	15	232,217,600	240,749,100	8,025,000	1,436	8.3	461.2	146.67	56,415,900
July				62	30	11,868,600	737	30	245,913,600	257,782,200	8,315,600	1,474	8.2	464.9	146.82	56,924,900
August		45	211,400	68	15	12,517,900	730	30	238,054,400	250,783,700	8,089,800	1,384	7.7	451.9	146.69	55,280,600
September	6	45	1,253,300	41	. . .	8,395,600	698	45	229,376,000	239,024,900	7,967,500	1,404	8.2	463.7	146.40	56,613,700
October	100	45	16,443,900	177	45	34,971,600	577	45	185,574,400	236,989,900	7,644,800	1,325	7.6	440.1	146.39	53,730,600
November	308	30	55,266,000	484	45	91,173,800	235	15	72,960,000	219,399,800	7,313,300	1,324	7.4	410.5	146.42	50,125,100
December				27	. . .	4,922,600	736	. . .	226,457,600	231,380,200	7,463,900	1,087	7.0	478.6	146.40	58,430,100
Totals and Averages }	424	45	75,182,900	1,224	30	233,128,900	7,993	30	2,549,657,600	2,857,969,400	7,830,000	1,374	8.0	454.7	146.51	55,554,200

Rainfall in Inches and Hundredths on the Sudbury-river Water-shed for the Year 1889.

1889.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1		0.02		0.81				0.83		0.42		
2						0.975						
3				0.02				0.17			0.35	0.13
4						0.605	1.495			0.01		
5		0.32				0.34		0.50				0.155
6			1.125									
7	2.75						0.03			1.215		
8						0.115						
9	0.56	0.095						0.435				0.725
10					0.145	0.10				0.055	0.325	
11						0.06	0.22				0.08	0.225
12		0.29		0.035					1.125			
13				0.165	0.05					1.27	0.35	
14									0.875	0.19		0.475
15						0.145	1.515	2.095				
16		0.475										
17	0.655					0.435						
18		0.41	0.48	0.51								
19									1.64			0.70
20				0.185			1.025				1.49	
21	0.54			0.095	1.74				0.43	0.07		
22											0.52	0.255
23							0.535					
24	0.01							0.145				0.37
25					0.225							
26				0.04	0.275				0.285	0.035		0.04
27	0.855	0.045		1.55	0.51	0.025	2.03			0.82		
28			0.125								3.175	
29							0.185					0.065
30			0.035				1.00		0.25			
31			0.60				0.905			0.17		
Totals . .	5.37	1.655	2.365	3.41	2.945	2.80	8.94	4.175	4.605	4.255	6.29	3.14

Total rainfall during the year, 49.95 inches.
Being an average of two gauges, located at Framingham and Westboro'.

Rainfall in Inches and Hundredths on Lake Cochituate Water-shed for the Year 1889.

1889.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1				0.90				1.55		0.10		
2						1.35						
3		0.02		0.03				0.06			0.42	0.10
4						0.65	1.58					
5		0.25				0.16		0.27				0.11
6			0.96									
7	2.57						0.01			1.33		
8						0.17						
9	0.50	0.13						0.32				0.60
10					0.10	0.05		0.28			0.31	
11						0.03	0.16				0.03	0.18
12		0.28		0.01					1.50			
13				0.11	0.10						0.35	
14									0.80	1.61		0.24
15						0.30	1.50	1.92	0.18			
16		0.40										
17	0.59					0.46						
18		0.46	0.52	0.56								0.69
19									1.78			
20				0.15			1.28		0.16		1.54	0.01
21	1.10			0.15	2.25				0.07	0.06		
22											0.51	0.27
23							0.09					
24							0.03	0.17				0.37
25					0.21							
26					0.33				0.24			0.02
27	0.70	0.02		1.28	0.62		2.20			0.55		
28			0.13								2.63	
29										0.04		0.11
30			0.04		0.02				0.19			
31			0.63		0.01		2.25			0.16		
Totals . .	5.46	1.56	2.28	3.19	3.64	3.17	9.10	4.57	4.92	3.85	5.79	2.70

Total rainfall during the year, 50.23 inches.

Rainfall in Inches and Hundreds on the Mystic Lake Water-shed for the Year 1889.

1889.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1		0.01		0.855				0.805		0.11		
2						1.465						
3				0.075				0.155			0.475	0.09
4						0.31	1.155			0.015		
5		0.43				0.33		0.135				0.155
6			1.06									
7	3.215									0.70		
8						0.27						
9	0.395	0.13						0.395				0.645
10					0.06	0.11	0.01			0.015	0.34	
11						0.06	0.05				0.04	0.22
12		0.39		0.03					1.075			
13				0.22	0.065					1.205	0.355	
14								2.215	0.76	0.21		0.23
15					0.01	0.29	0.895		0.045			
16		0.405										
17	0.57					0.355	0.08					
18		0.47	0.435	0.55								
19									1.91			0.705
20			0.01	0.18			1.505				1.69	
21	0.63			0.03	3.075				0.395	0.075		
22											0.435	0.24
23							0.12			0.015		
24								0.215				0.46
25				0.01	0.275							
26					0.375				0.28			0.04
27	0.695	0.025		1.645	0.685	0.05	2.405			0.835		
28			0.165								2.315	
29				0.015		0.075	0.625			0.16		0.075
30			0.015		0.065				0.24			
31			0.60		0.03		1.61			0.25		
Totals . .	5.505	1.86	2.285	3.61	4.64	3.315	8.455	3.92	4.705	3.59	5.65	2.86

Total rainfall during the year, 50.395 inches.

Monthly Rainfall in Inches, during 1889, at Various Places in Eastern Massachusetts.

PLACE.	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Lake Cochituate	5.46	1.56	2.28	3.19	3.64	3.17	9.10	4.57	4.92	3.85	5.79	2.70	50.23
Framingham	5.36	1.68	2.46	3.59	4.05	3.42	9.34	4.49	4.61	4.65	6.28	3.15	53.08
Westborough	5.38	1.63	2.27	3.23	1.84	2.18	8.54	3.86	4.60	3.86	6.30	3.13	46.82
Chestnut Hill	6.50	1.93	2.37	3.82	4.78	3.31	9.53	4.51	5.30	3.85	6.23	2.66	54.79
Mystic Station	5.13	1.82	2.21	3.59	4.56	3.27	8.10	4.18	4.61	3.47	5.06	2.80	48.80
Mystic Lake	5.88	1.90	2.36	3.63	4.72	3.36	8.81	3.66	4.80	3.71	6.24	2.92	51.99
Mystic Engine-House	5.57	1.80	2.25	3.65	4.64	3.43	8.58	3.62	4.86	3.88	5.88	2.83	50.99
Boston Pipe Yard	6.18	2.00	2.42	3.98	4.93	4.18	8.44	4.46	4.28	4.19	5.83	2.36	53.25
Cambridge Observatory	6.01	1.44	1.05	2.54	5.39	2.53	6.42	4.42	4.30	3.65	4.97	2.12	44.84
Waltham, Boston Manufacturing Co.	6.24	1.53	2.03	4.35	5.35	3.29	9.90	3.50	4.26	3.62	6.08	2.96	53.11
Lowell, Locks and Canals Co.	5.037	1.710	1.988	3.630	3.889	2.592	6.102	3.979	3.266	4.268	6.929	3.366	46.756
Lowell-Merrimac Manufacturing Co.	4.74	1.72	1.95	2.16	3.14	2.36	6.22	3.18	3.20	4.42	6.28	2.06	41.43
Average of twelve places	5.624	1.727	2.136	3.447	4.244	3.091	8.257	4.036	4.417	3.951	5.989	2.755	49.674

Rainfall Received and Collected, 1889.

MONTHS.	SUDBURY.			COCHITUATE.			MYSTIC.		
	Rainfall.	Rainfall collected.	Per cent. collected.	Rainfall.	Rainfall collected.	Per cent. collected.	Rainfall.	Rainfall collected.	Per cent. collected.
	Inches.	Inches.	Per cent.	Inches.	Inches.	Per cent.	Inches.	Inches.	Per cent.
January . .	5.37	4.963	92.42	5.46	4.50	82.45	5.505	4.51	81.84
February .	1.655	1.926	116.39	1.56	1.85	118.67	1.86	1.83	98.24
March . . .	2.365	2.388	100.95	2.28	2.08	91.48	2.285	1.60	70.18
April . . .	3.41	2.434	71.37	3.19	2.17	68.10	3.61	2.27	62.97
May	2.945	1.569	53.27	3.64	1.20	32.87	4.64	2.18	46.90
June	2.80	1.128	40.27	3.17	1.18	37.13	3.315	1.89	56.97
July	8.94	1.130	12.64	9.10	1.63	17.90	8.455	1.33	15.79
August . .	4.175	2.554	61.18	4.57	3.43	74.99	3.92	2.05	52.20
September .	4.605	1.422	30.87	4.92	1.79	36.38	4.705	1.06	22.51
October . .	4.255	2.194	51.57	3.85	1.91	49.57	3.59	1.21	33.73
November .	6.29	3.351	53.27	5.79	2.95	50.91	5.65	2.49	44.09
December .	3.14	3.997	127.30	2.70	3.26	120.85	2.86	3.06	107.02
Totals and averages }	49.95	29.056	58.17	50.23	27.95	55.64	50.395	25.48	50.56

Table showing the Temperature of Air and Water at Various Stations on the Water-Works.

1889.	TEMPERATURE OF AIR.						TEMPERATURE OF WATER.	
	Chestnut-Hill Reservoir.			Framingham.			Brookline Reservoir.	Mystic Engine-house.
	Maximum.	Minimum.	Mean.	Maximum.	Minimum.	Mean.	Mean.	Mean.
January . . .	58.0	6.5	33.0	58.0	5.0	32.6	37.0	36.6
February . . .	47.0	-4.0	25.0	48.0	-5.0	24.2	36.9	36.3
March	63.5	19.0	37.0	62.0	18.0	37.3	38.5	36.5
April	80.0	28.0	47.5	79.0	26.0	48.0	47.2	45.3
May	91.5	37.0	60.6	93.0	36.0	61.1	60.6	63.2
June	88.0	45.0	68.4	90.0	45.0	69.0	67.6	68.7
July	89.0	50.5	69.7	88.0	50.0	70.3	72.7	74.6
August	86.0	46.0	67.0	84.0	45.0	66.8	71.0	72.9
September . .	85.0	38.0	63.1	83.0	37.0	62.4	66.8	68.3
October	75.0	27.0	47.9	72.0	26.0	47.6	54.5	54.8
November . .	65.5	17.0	43.1	65.0	17.0	43.3	46.8	47.0
December . . .	64.0	8.0	36.3	64.0	6.0	36.8	39.0	39.8

C. — IMPROVED SEWERAGE.

The following is a statement of the condition of the appropriation for Improved Sewerage Construction to Jan. 1, 1890 : —

Total appropriations	\$5,913,089 93
Expended to Jan. 1, 1890	5,419,251 74
Balance Jan. 1, 1890	\$493,838 19

By an act of Legislature, entitled "An Act to enable the City of Boston to extend its Improved Sewerage System," approved May 9, 1889, the Board of Aldermen was authorized to extend the construction of the Improved Sewerage System, and to take land therefor; also to incur indebtedness to an amount not exceeding \$500,000 outside of the limit of indebtedness fixed by law for the city.

On May 29, 1889, an order of the Board of Aldermen was approved, "That the City Engineer is hereby directed to proceed with surveys of the extension of the Improved Sewerage System to Dorchester Lower Mills and Brighton, the expense thereof to be charged to the available balance of the loan for Improved Sewerage Construction."

In accordance with this order an engineering force was at once organized and surveys and investigations commenced.

On Sept. 30, 1889, these surveys having progressed sufficiently to indicate the general method to be pursued in regard to the extension of the Improved Sewerage System, a plan was submitted to the Board of Aldermen, and the following order was passed :—

"*Whereas*, it is hereby adjudged to be necessary for the public convenience and the public health of the City of Boston to continue and extend the Improved Sewerage System, as shown on the plan hereinafter mentioned, it is therefore

"*Ordered*, That intercepting sewers, in continuance and extension of the Improved Sewerage System of the City of Boston, be laid and constructed in the streets and places substantially as shown and indicated by red lines and dotted red lines on a plan dated Sept. 23, 1889, and marked 'Main and branch intercepting sewers and proposed extension of same,' on file in the office of the City Engineer.

"That the City Engineer be and he is hereby directed to lay and construct the same, and that the expense thereof be charged to the appropriation for Improved Sewerage."

This order was passed on Sept. 30 and approved on Oct. 2, 1889; the loan of \$500,000 having been passed on Sept. 3 and approved Sept. 14, 1889.

The surveys and investigations being well advanced, and plans and specifications having been prepared for several of the sections of sewer, proposals were advertised for the construction of the same, and contracts were awarded on Oct. 15, 1889, to the lowest bidders, on the following sewers:—

Section 8.—South Boston Intercepting Sewer.

Section 9.—South Boston Intercepting Sewer.

Section 3.—Dorchester Intercepting Sewer.

Section 1.—Brighton Intercepting Sewer.

Owing to the open winter, work is well advanced on the above sewers, with the exception of the Brighton sewer.

The result of the surveys, the work now in progress, and the work proposed to be done, is as follows:—

CITY PROPER.

The extension of the Improved Sewerage System in the city proper will require—

First. The building of an intercepting sewer in Commercial street, from the end of the present "West Side Intercepting Sewer" at Prince street to Charter street. This sewer, to be known as "Section 7, West Side Intercepting Sewer," will be about 500 feet long, and will intercept the sewage now flowing into the docks at the foot of Hull and Charter streets.

The construction of this sewer will complete the "West Side Intercepting Sewer."

Second. The building of an intercepting sewer in Atlantic avenue, from Central street to Commercial street, and in Commercial street, from Atlantic avenue to Hanover street. These sewers will be known as "Sections 5 and 6, East Side Intercepting Sewer," and will be 1,525 and 1,575 feet long, respectively. These sewers will intercept sewage now emptying into the docks at the foot of Clark, Battery, and Hanover streets.

The construction of these sewers will complete the East Side Intercepting Sewer, and together with the construction of Section 7, West Side Intercepting Sewer, previously mentioned, will remove all sewage now emptying along the water-front of the North End.

Third. The first section of the intercepting sewer, which will ultimately extend up the Charles-river valley and sewer

Brighton, Newton, Watertown, and Waltham, is located in Huntington avenue, and extends from Gainsboro' street (where it joins the main intercepting sewer) to Parker street.

This Charles-river valley sewer will be built by the State, under the direction of the Metropolitan Sewerage Commissioners. The drainage of a large territory in Roxbury now overflows into the Back Bay park, and in order to do away with this nuisance, it is proposed that the city of Boston shall build the first section of this sewer, so as to intercept the sewage now emptying into the park.

This sewer will be completed in October, 1890, and will complete the extension of intercepting sewers in the city proper.

SOUTH BOSTON.

The extension of the Improved Sewerage System in South Boston will require —

First. The building of intercepting sewers in First street and East Second street, from D street to L street.

These sewers, to be known as "Sections 8 and 9, South Boston Intercepting Sewers," will be 2,363 and 1,877 feet long, respectively; they will intercept sewage now emptying into the docks at the foot of F, I, and L streets.

Plans and specifications for these sewers were completed in October, 1889, and proposals for their construction advertised for.

Section 8, South Boston intercepting sewer, was awarded to the Metropolitan Construction Company, for the estimated sum of \$21,332.95, they being the lowest bidder.

Work has rapidly progressed on this section, and its completion is expected in May, 1890.

Section 9, South Boston intercepting sewer, was awarded to Collins & Ham, for the estimated sum of \$13,832.95, this firm being the lowest bidder.

Good progress has been made on the construction of this sewer, which will be finished in May, 1890.

The construction of these sewers will complete the extension of the Improved Sewerage System along the north side of South Boston, and will intercept all sewage now emptying along this water-front.

Second. The building of an intercepting sewer from Sixth street to East First street, through the Marine park and O street, to intercept sewage now emptying at East First street.

This sewer will be about 2,200 feet long.

Surveys have been made for the construction of this

sewer, and the work will be completed during the coming season.

The construction of this sewer, together with Sections 8 and 9, previously mentioned, will complete the extension of the Improved Sewerage System in South Boston, until further extensions are required by the filling of the flats to the line established by the Harbor and Land Commissioners.

DORCHESTER.

The extension of the present Dorchester intercepting sewer to Dorchester Lower Mills will require the construction of about four miles of sewers.

Plans and specifications were completed for part of this sewer, and the first section has been put under contract to Mr. A. A. Hall, for the estimated sum of \$28,731.40, he being the lowest bidder.

Work is progressing on this section, which is 2,090 feet in length, and it will probably be completed in July.

Surveys for the other sections of the sewer are now in progress.

Owing to the fact that the sewer is located almost entirely through private property, delay is experienced in making agreements with the owners of the land as to the exact location of the sewer. Construction will, however, be commenced on several sections in April, 1890, and the completion of the entire sewer is anticipated in 1891.

In the original plan for the Improved Sewerage System for the City of Boston, provision was made for the future construction of the intercepting sewer to Dorchester, and a connection was left in the main sewer, near Mt. Vernon street in Dorchester. This connection was built at a low grade, which was properly adjusted to the future extension of the sewer.

In 1885 the Sewer Department was given authority by the city government to build the Dorchester intercepting sewer from its junction with the main sewer as far as Glover's Corner. The officials then in charge of the Sewer Department changed the grade of the sewer by raising it five feet above the height at which it was originally designed to be built. As a consequence, great difficulty is now experienced in extending this sewer as far as Dorchester Lower Mills; and in order to properly intercept the sewage from the common sewer at Granite avenue, the intercepting sewer will have to be built at a very flat grade, and more labor will be required to keep it free from deposits than would have

been necessary if it could have been extended on the grade contemplated in the original design.

The completion of the Dorchester intercepting sewer will furnish an outlet with which the towns of Dedham, Hyde Park, and Readville will in the future connect their sewers. This connection should yield a revenue to the City of Boston for the use of the outlet and the disposal of the sewage at Moon Island. The Neponset river will be purified, and a nuisance, now a source of constant complaint at the Lower Mills, will be mitigated.

The amount of money expended on Improved Sewerage during the year past is \$18,281.45.

The main sewer, which extends up the Stony brook valley, and which this order proposed to extend, is a "common sewer." This sewer is intercepted and brought in to the Improved Sewerage System at Elmwood street in Roxbury. While it is undoubtedly important that this common sewer should be extended as the order provided, it was manifestly outside of the provisions of the "Act to enable the City of Boston to extend its Improved Sewerage System," and the order failed to pass.

D. — PARKS.

From the City Engineer's report to the Board of Park Commissioners : —

THE PARKWAY — BACK BAY FENS.

Excavation of Waterway. — The dredger was employed during the early part of the season in completing the work of deepening the channel, as described in the last annual report; the site of the proposed bridge at the junction of Audubon road and the Fenway has been dredged, and early in October, there being no other work which could be done by the dredger at present, the force was suspended.

On December 17 work was resumed for a few days to excavate the earth dam left by the Sewer Department at the outlet of the new channel for Stony brook. This work has been finished, and until the channel from the Fen bridge to Brookline avenue can be built, there will be nothing for the dredger to do.

Grading of Marsh. — The area of marsh land has been but slightly added to during the year, but considerable work has been done in seeding and sodding the areas previously graded.

Drainage. — Catch-basins have been built in Audubon road, and drains laid for conveying the water collected by them into the channel.

Roadways and Walks. — During the winter of 1888-9, 7,015 tons of stone were purchased for surfacing roads and walks, and a small force of men and teams kept at work operating the crusher and piling the stone. The average cost of the stone delivered at the crusher was 93 cents per ton of 2,000 lbs., and the total cost of the crushed stone, including material, crushing, screening, teaming, depositing in piles, and all other expenses, was \$1.54 per ton. The piles of crushed stone and screenings were also measured, and it was found that the product cost in the piles \$2.05 per cubic yard. On January 30 a contract was made with James J. Vernon, of Lanesville, Mass., for furnishing curbstone for Audubon road to the Fen bridge, and for the Fenway from Agassiz road to and including Huntington entrance. He delivered under this contract 6,248 lineal feet of curbstone at \$1.57 per lineal foot.

A contract was also made with S. & R. J. Lombard for furnishing paving-blocks, under which there were delivered 70,914 blocks, at \$45 per M.

Seventeen hundred lineal feet of Audubon road southerly from Agassiz road have been macadamized, the curbstone set, gutters paved, and the walk bordering the road on its easterly side has been finished; this road has not, however, been open to travel, there being at present no outlet at its southerly end.

In addition to the above the walk through the Fenside, southerly from a point near the easterly end of Agassiz road, has been nearly completed as far as the Stony-brook gate-house; and from this point the walk has been sub-graded around the easterly and southerly sides of the basin to the junction of the Fenway and Audubon road, excepting the portion opposite Huntington entrance.

The crushed stone, curbstone, and paving-blocks required for the completion of the Fenway between Westland and Huntington entrances and for Huntington entrance have been purchased, but the work has not been done, the Sewer Department not having yet completed its work at the outlet of the new channel for Stony brook.

Grading of Slopes, Loaming, and Planting. — The large area described in the last annual report as graded has been planted, and nearly four acres, in addition, prepared for planting.

The foundations for the bridge over the outlet of the new channel for Stony brook has been completed by the Sewer Department, but the superstructure is yet to be built.

The following table gives the principal items of work completed to date : —

			Per cent of whole.
Channel, excavated	. 1,148,000 sq. ft.	. .	90
Shore, completed	. 23,000 lin. ft.	. .	82
Marsh, “	. 828,000 sq. ft.	. .	99
Driveway, “	. 46,500 sq. yds.	. .	52
Walks, “	. 19,100 “	. .	37
Ride, “	. 3,000 “	. .	23
Curbing, “	. 22,100 lin. ft.	. .	59
Gutters, “	. 10,200 sq. yds.	. .	53
Area covered with loam,	867,000 sq. ft.	. .	63
Area planted	. 711,000 sq. ft.	. .	52
Boundary fence	. 4,000 lin. ft.	. .	26
Drains laid	. 5,545 “	. .	
Catch-basins	. 65	. .	
Man-holes	. 6	. .	

Much work besides that included in the table has been but partially completed, and cannot yet be classified.

A considerable force has also been employed through the year in the care of the plantations, roads, walks, etc.

ARNOLD ARBORETUM.

The spring or well at the foot of Bussey hill has been covered, and the ground about it graded. On Sept. 19 work was begun on the grading of the driveway leading from the present road to the Walter-street entrance, and the work is now in progress. One of the culverts over the brook has been built. The other work done during the year has been that required for the care of the roads and of the plantations on the city's reservation at the summit of Bussey hill.

FRANKLIN PARK.

Drives and Walks. — During the year the Old Trail road, Seaver street, opposite Humboldt avenue, to the westerly end of the Greeting, and the adjacent walks, have been completed.

Glen lane has been completed from Glen road to a point 300 feet beyond the Valley gate, and for 600 feet farther has been sub-graded.

The circuit drive has been completed from the Valley-gate entrance to near the corner of Walnut and Ellicott streets, and the walks in its vicinity are nearly finished. The walks in the rear of the Playstead Shelter have been completed. About 1,200 lineal feet of the Loop road in the Wilderness have been sub-graded, and a portion of it covered with stone. Work is now in progress sub-grading the drive from the present terminus of the circuit drive to the top of Scarboro' Hill.

Playstead, Shelter, and Green. — A spring near the junction of the Playstead road and the Greeting has been preserved and carried by a pipe across the road to a rustic fountain, or covered pool, where it furnishes a continuous flow of good drinking-water. A flag and pennant were purchased for the large flagstaff, and the pennant has been displayed on every pleasant day except Sundays and holidays, when the ensign has been shown.

Gateways. — The Valley gate, at the entrance to the Country park, from the Playstead district, has been completed in accordance with the description given in the last annual report.

Boundary Wall for the Country Park. — A wall has been built along the southerly side of Glen road and of Glen lane

from the westerly boundary of the park to a point on Glen lane about 900 feet east of the Valley gate.

Ellicott Arch. — This bridge, which is a brick masonry arch, 71 feet in length, 17.5 feet in span, and 15 feet in height above the walk, has been completed. The ends of the arch and the adjoining retaining-walls are of rustic masonry, built of field stone found in the vicinity. Arched recesses were constructed along the sides, in which seats are to be placed.

Ellicottdale. — This ground was generally a rocky swamp, and its treatment involved a large amount of labor; hundreds of boulders had to be broken and removed, and nearly the whole area required to be sub-drained; much of the ground also needed grading, in order to make it suitable for its intended use. This work, with the exception of ploughing and seeding, has been nearly finished.

Drainage of Nazingdale. — About two-fifths of the whole park is included in one drainage area, the outlet for which is through a culvert under Canterbury street. At the head of this drainage area is the easterly portion of the Playstead and a part of Long Crouch woods. Consequently, a main drain extending through the valley would be nearly a mile in length, and at its lower end would be about five feet in diameter. It had been thought that the summer flow of water from the valley would be so slight that an open channel or brook would be unsightly in dry weather, but the expense of a covered drain being so great, it was determined to make an open channel through the lower part of the valley. This channel has been treated so as to have the appearance of a natural brook, and work upon it is nearly finished. At the lower part of the valley a temporary dam has been built, which floods about three acres of ground for a small skating-pond. The covered drain ends at a point about fifty feet south of the old location of William street, and above this point the main drain, with the exception of about 150 feet, has been completed as far as the Old Trail road.

The following table gives the principal items of work completed to date, but it does not include all the work done, a large amount of labor and materials having been expended on work which has not been sufficiently finished to admit of classification: —

Drive-ways completed . . .	45,000 sq. yds., or $2\frac{3}{5}$ miles.
Walks completed . . .	27,500 sq. yds., or $3\frac{2}{5}$ miles.
Gutters paved . . .	8,600 sq. yds.
Curbstone set . . .	2,700 lin. ft.

6-in. water-pipe laid . . .	3,000 lin. ft.
Hydrants	6
Drinking-fountains . . .	5
Bridge	1
Boundary wall	2,700 lin. ft.
2 ft. 9 in. brick drain . .	450 "
2 ft. × 2 ft. 6 in. brick drain,	180 "
2-ft. brick drain	769 "
18-in. pipe drain	1,860 "
15-in. pipe drain	2,239 "
12-in. pipe drain	1,351 "
10-in. pipe drain	1,134 "
8-in. pipe drain	4,787 "
4-in. pipe drain	190 "
4-in. agricultural tile drain .	2,100 "
3-in. agricultural tile drain .	2,420 "
2-in. agricultural tile drain .	24,613 "
Total drain	42,093 "
Man-holes	27
Catch-basins and inlets . .	80
Open channel for brook . .	2,300 lin. ft.
Area of ground graded and planted, or seeded	62 acres.

There have also been roughly graded or sub-graded about 3,300 lineal feet of drive-way.

MARINE PARK.

Iron Pier. — The four spans contracted for Oct. 20, 1888, have been completed, and this addition to the pier was opened to the public on August 29. One other span, to connect the iron pier with the pier-head, has been contracted for, and will be put in place as soon as the work on the pier-head is sufficiently advanced.

Pier-Head. — On March 23 a contract was made with Joseph E. White for the construction of the pier-head, and this work is now in progress. The structure consists of an island, somewhat pear-shaped in plan, built of gravel, with its outer line protected by a sloping wall of ballast and rip-rap, surmounted by a parapet of cut granite.

At the side toward the iron pier there is an abutment of masonry laid in cement mortar, and in the centre a circular wall has been built, to serve as a foundation for an iron structure. The grade of the surface of the pier-head is to be about fifteen feet above city base. This artificial island

is filled on a mud foundation, and consequently there will be more or less settlement for several years.

Filling. — October 5 a contract was made for furnishing 200,000 cubic yards of filling to grade the southerly portion of the park. About 25,000 cubic yards have been deposited to date.

WOOD ISLAND PARK.

On September 19 the excavation of the site of the proposed playground and the grading of the concourse near the bridge over the railroad was commenced, and this work is now in progress.

CHARLESBANK.

Plantations. — The entire area of the park, excepting the walks and gymnastic grounds, has been planted during the past season.

Lamps. — Gas-lamps have been placed along the river wall, and since July 28 they have been lighted at night.

Buildings. — The old brick building which was used for a temporary office has been removed, and a new building, near the northerly boat-landing, has been constructed by W. H. Keyes & Co., under the direction of the City Architect. The building is 20 feet by 50 feet on the ground, and is two stories in height. The lower story contains offices for the police and foreman, storerooms for tools, etc., and a room for the use of the boat-keeper. The upper story is divided into two rooms, one of which contains water-closets, urinals, and lavatories, and the other is the entrance to the gymnastic ground, and is provided with boxes for clothing.

This room is connected with the gymnastic ground by a bridge over the walk and bicycle track, with stairs from its outer end leading to the ground, and the only entrance to and exit from the gymnastic ground is through turnstiles at the entrance to the bridge.

Gymnastic Ground. — The gymnastic ground was opened to the public on August 27. This ground has been provided with apparatus consisting of 2 sheds, with 10 sets of chest weights in each, 2 giant stride poles, 12 sets of horizontal bars, 8 sets of parallel bars, 6 jumping-boxes, 7 sets of boxes for quoit pitching, hammer and shot throwing, and two large frames, each 160 feet long, to which are attached swings, trapezes, ropes and poles for climbing, ladders, flying-rings, etc. Around the outside of the ground there is a running and bicycle track, 15 feet wide and one-fifth of a mile long. The apparatus was designed from sketches furnished by D. A.

Sargent, M.D., Professor of Physical Culture of Harvard University. Two drinking-fountains have been erected within the enclosure. The grounds at the southerly end of the park have been rearranged to conform to a new plan for a girls' gymnasium and children's playground.

Muddy-river and Stony-brook Covered Channels. — These remain in the same condition as described in the last annual report.

REFERENCE LIBRARY.

I have the pleasure of acknowledging a donation to the Reference Library of this department of a number of pamphlets. Among these were 109 reports and papers relating to the Boston Water-Supply, which are of special value, and have been bound for their better preservation.

These reports were from the library of the late Hon. N. J. Bradlee, a former president of the Cochituate Water Board, and were presented to the department by Mrs. Bradlee.

WIDTHS OF DRAW-OPENINGS.

The table showing the widths of draw-openings in the bridges over tide-water in this city is given in Appendix A. The openings have all been remeasured for this report.

WILLIAM JACKSON,
City Engineer.

CITY ENGINEERS.

1850-1889.

E. S. CHESBROUGH, M. Am. Soc. C. E.,
Nov. 18, 1850, to Oct. 1, 1855.¹

JAMES SLADE,
Oct. 1, 1855, to April 1, 1863.²

N. HENRY CRAFTS,
April 1, 1863, to Nov. 25, 1872.

JOSEPH P. DAVIS, M. Am. Soc. C. E.,
Nov. 25, 1872, to March 20, 1880.³

HENRY M. WIGHTMAN, M. Am. Soc. C. E.,
April 5, 1880, to April 3, 1885.⁴

WILLIAM JACKSON, M. Am. Soc. C. E.,
April 21, 1885, to present time.

¹Died August 18, 1886.

²Died August 25, 1882.

³Resigned March 20, 1880.

⁴Died April 5, 1885.

APPENDICES.

APPENDIX A.

Table showing the Widths of Openings for Vessels in all Bridges provided with Draws, in the City of Boston, January, 1890.

NAME OF BRIDGES.	LOCATION.	NUMBER OF OPENINGS.	WIDTH.	
			Feet.	In.
Boston & Maine R.R.	Boston to Charlestown	1	35	7
“ “	Over Miller's River	1	35	8
Broadway	Over Fort-Point Channel	1	43	3
Cambridge-st.	Ward 25 to Cambridge	1	30	8
Canal	Boston to East Cambridge	1	35	10
Charles-river	Boston to Charlestown	1	36	0
Chelsea (South Channel)	Charlestown to Chelsea	1	38	10
“ (North “)	“ “	1	44	7
Chelsea-st. (East Boston side)	East Boston to Chelsea	2	33	1
“ (Chelsea side)	“ “		34	3
Commercial-point	Ward 24	1	24	0
Congress-st. (Boston side)	Over Fort-Point Channel	2	43	3
“ (South Boston side)	“ “		43	11
Dover-st.	“ “	1	36	0
Eastern R.R.	Boston to Charlestown	1	35	10
“ “	Over Miller's River	1	35	8
Essex-st.	Ward 25 to Cambridge	1	30	11
Federal-st.	Over Fort-Point Channel	1	36	0
Fitchburg R.R.	Boston to Charlestown	1	36	0

Fitchburg R.R. (for teaming freights)	.	.	.	Boston to Charlestown	.	1	36	0
Grand Junction R.R.	.	.	.	Ward 25 to Cambridge	.	1	35	0
" "	.	.	.	East Boston to Chelsea	.	1	34	8
Granite	.	.	.	Ward 24 to Milton	.	1	36	0
Harvard (Boston side)	.	.	.	Boston to Cambridge	.	2	36	8
" (Cambridge side)	.	.	.	" "	.		36	8
Lowell R.R. (freight)	.	.	.	Boston to East Cambridge	.	1	35	8
" (passenger)	.	.	.	" "	.	1	35	10
Malden	.	.	.	Charlestown to Everett	.	1	43	4
Meridian-st. (East Boston side)	.	.	.	East Boston to Chelsea	.	2	59	0
" (Chelsea side)	.	.	.	" "	.		59	0
Mt. Washington-ave. (Boston side)	.	.	.	Over Fort-Point Channel	.	2	42	1
" (So. Boston side)	.	.	.	" "	.		42	4
Neponset	.	.	.	Ward 24 to Quincy	.	1	36	0
New York & New England R.R. (Boston side)	.	.	.	Over Fort-Point Channel	.	2	40	8
" "	.	.	.	" "	.		40	8
" "	.	.	.	Over South Bay	.	1	28	4
North Beacon-st.	.	.	.	Ward 25 to Watertown	.	1	30	2
North Harvard-st.	.	.	.	Ward 25 to Cambridge	.	1	31	8
Old Colony R.R.	.	.	.	Over Fort-Point Channel	.	1	36	0
" "	.	.	.	Ward 24 to Quincy	.	1	36	0
Prison-point	.	.	.	Charlestown to Cambridge	.	1	35	6
Warren	.	.	.	Boston to Charlestown	.	1	36	3
West Boston (Boston side)	.	.	.	Boston to Cambridge	.	2	35	8
" (Cambridge side)	.	.	.	" "	.		36	0
Western-ave.	.	.	.	Ward 25 to Cambridge	.	1	31	3
" "	.	.	.	Ward 25 to Watertown	.	1	30	0

APPENDIX B.

CITY ENGINEER'S REPORTS, 1868-1889.¹

Year.	Doc.	Year.	Doc.	Year.	Doc.
1868.....	22	1877.....	15	1884.....	55
1869-70.....	14	1878.....	20	1885.....	54
1871.....	15	1879.....	22	1886.....	41
1872-73.....	23	1880.....	33	1887.....	38
1874.....	20	1881.....	25	1888.....	39, 117
1875.....	19	1882....	52	1889.....	38
1876.....	24	1883.....	53		

¹ The dates given are for the year in which the document was published.

CONTENTS CITY ENGINEER'S REPORTS,

1868-1889.¹

SUBJECT.	Year.	Doc.	Page.
A dams-street bridge (over O. C. R.R.).....	1885	54	23
" " " " " ".....	1886	41	20
" " " " " ".....	1887	38	16
Adams-street survey.....	1868	22	29
Additional water-supply.....	1874	20	15
" " " " " ".....	1875	19	12
" " " " " ".....	1876	24	8
" " " " " ".....	1877	15	37
" " " " " ".....	1878	20	35
" " " " " ".....	1879	22	32
" " " " " ".....	1880	33	27
" " " " " ".....	1881	25	27
" " " " " ".....	1889	38	60
Agassiz bridge (in B. B. Fens).....	1888	39	33
" " " " " ".....	1888	117	5
" " " " " ".....	1889	38	6, 64
Albany-street bridge (over B. & A. R.R.)	1868	22	21
" " " " " ".....	1870	14	37
" " " " " ".....	1871	15	69
" " " " " ".....	1873	23	46
" " " " " ".....	1874	20	35
" " " " " ".....	1875	19	38
" " " " " ".....	1876	24	32
" " " " " ".....	1877	15	24
" " " " " ".....	1878	20	26
" " " " " ".....	1879	22	22
" " " " " ".....	1880	33	17
" " " " " ".....	1881	25	16
" " " " " ".....	1882	52	19
" " " " " ".....	1883	53	19
" " " " " ".....	1884	55	19
" " " " " ".....	1885	54	22
" " " " " ".....	1886	41	18
" " " " " ".....	1887	38	14
" " " " " ".....	1888	39	14
" " " " " ".....	1888	117	15
" " " " " ".....	1889	38	17
Albany-street bridge (over Roxbury canal).....	1870	14	29
" " " " " ".....	1871	15	54
" " " " " ".....	1873	23	38
" " " " " ".....	1874	20	21
" " " " " ".....	1875	19	19
" " " " " ".....	1876	24	12
" " " " " ".....	1877	15	8
" " " " " ".....	1878	20	8
" " " " " ".....	1879	22	7
Albany-street pipe-yard sea-wall.....	1888	39	24
Albany-street wall	1868	22	12

¹ The dates given are for the year in which the document was published.

SUBJECT.	Year.	Doc.	Page.
Alford-street sea-wall.....	1881	25	17
“ “	1882	52	20
Algæ	1880	33	27
Aqueducts and distributing reservoirs.....	1889	38	49
Army and navy monument.....	1875	19	43
Arnold Arboretum, P.	1884	55	52
“ “	1885	54	51
“ “	1887	38	30
“ “	1888	39	34
“ “	1889	38	65
Artesian borings, M. D.	1878	20	38
Ashland-street bridge (over B. & P. R.R.).....	1875	19	19
“ “ “ “ “	1876	24	13
“ “ “ “ “	1877	15	8
“ “ “ “ “	1878	20	8
“ “ “ “ “	1879	22	7
“ “ “ “ “	1880	33	7
“ “ “ “ “	1881	25	7
“ “ “ “ “	1882	52	8
“ “ “ “ “	1883	53	7, 19
“ “ “ “ “	1884	55	7
“ “ “ “ “	1885	54	8
“ “ “ “ “	1886	41	9
“ “ “ “ “	1887	38	6
“ “ “ “ “	1888	39	5
“ “ “ “ “	1888	117	6
“ “ “ “ “	1889	38	6
Ashmont-street bridge (over O. C. R.R.).....	1884	54	20
Athens-street bridge (over N. Y. & N. E. R.R.)	1875	19	20
“ “ “ “ “ “	1876	24	13
“ “ “ “ “ “	1877	15	8
“ “ “ “ “ “	1878	20	8
“ “ “ “ “ “	1879	22	7
“ “ “ “ “ “	1880	33	7
“ “ “ “ “ “	1881	25	7
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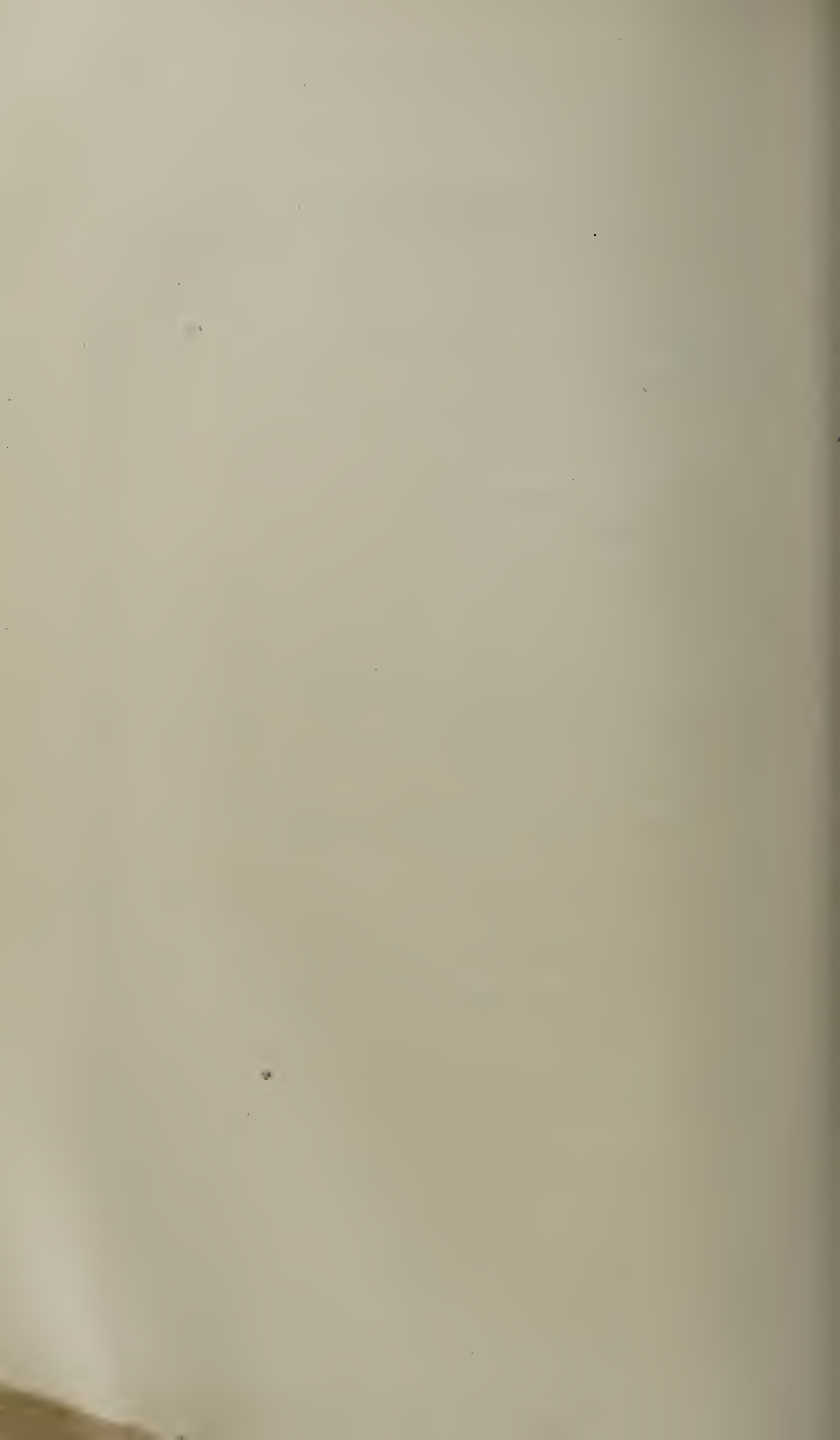
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CITY OF



BOSTON.

MAJORITY AND MINORITY REPORT

OF THE

COMMITTEE OF THE WHOLE (ALDERMEN)

ON THE PETITION OF THE

SUBURBAN LIGHT AND POWER
COMPANY,

WITH AN APPENDIX, GIVING THE EVIDENCE PRESENTED AT
THE HEARING BEFORE THE COMMITTEE.

IN BOARD OF ALDERMEN, Feb. 10, 1890.

The Committee of the Whole Board of Aldermen, to whom were referred the reports and the order relative to the petition of the Suburban Light and Power Company, for leave to erect poles for its wires in certain streets of the city, having considered the subject, respectfully recommend that the minority report of Jan. 27, 1890, be adopted, and that the petitioners have leave to withdraw.

JOHN A. McLAUGHLIN,

For the Majority.

MINORITY REPORT.

The undersigned, members of the Committee of the Whole Board of Aldermen, respectfully dissent from the report of the majority, and submit the following report: —

By the opinion of the Corporation Counsel, hereto annexed, "the Suburban Light and Power Company can legally contract to furnish electric lighting in the city of Boston, as it may obtain locations for from the Board of Aldermen."

Pursuant to authority granted by the Board of Aldermen, the Superintendent of Lamps advertised for bids for furnishing electric lights for certain districts of the city. In answer to this advertisement, the Suburban Light and Power Company made a *bona fide* offer, which was accepted by the Superintendent of Lamps, as will appear by the annexed letter. If there was no other reason for granting the petitioner's prayer, good faith and fair dealing with individuals demand that the bid accepted by the Superintendent of Lamps be ratified by any action which is necessary on the part of this Board; but the more so in this case, since the citizens in the particular district to be affected are practically unanimous in favor of such action, and they accordingly recommend the passage of the order granting the location, with the amendment that the poles to be used shall be similar to those known as the "Providence poles."

WILLIAM GARDNER REED,
WILLIAM POWER WILSON,
H. S. CARRUTH,
CHARLES B. WOOLLEY,
A. A. FOLSOM.

LAMP DEPARTMENT OFFICE,
BOSTON, Jan. 9, 1890.

EUGENE H. CLAPP, ESQ., *President Suburban Light and Power Company*: —

DEAR SIR, — After due consideration of the proposals received from you, it has been decided to award to your company the contract for supplying the electric lights to be used in that portion of the city of Boston designated as the "Roxbury District," for five years, at the rate of 37 99-100 cents per lamp per night, substantially as advertised.

The form of contract is now in the hands of the Corporation Counsel for preparation, and I will notify you when it is ready for execution.

Yours respectfully,

GEORGE H. ALLEN,

Superintendent of Lamps.

CITY OF BOSTON,
OFFICE OF THE CORPORATION COUNSEL,
Feb. 10, 1890.

To the Honorable the Committee of the Whole of the Board of Aldermen: —

GENTLEMEN, — Pursuant to your request for my opinion as to the right of the Suburban Light and Power Company to enter into contracts with the city of Boston for furnishing electric lights in public streets and places of the city, in the manner proposed by it, I have given as much consideration to the matter as I have been able to do since the date of the request, and in reply I have the honor to say that Robert Amory and others were, in 1886, legally made a corporation under the name of the "Suburban Light and Power Company," for the purpose of furnishing electric light and power in Boston. The certificate of incorporation is dated Oct. 16, 1886.

The company was subsequently organized with Robert Amory as president, and Francis W. Lawrence as clerk, and soon after engaged in the business of furnishing electric light in Brookline, Brighton, and that part of Boston which was formerly Brookline, having obtained pole rights, or locations, therefor; and it is said that it had a few poles and wires in that part of Longwood which was not formerly a part of Brookline.

On June 10, 1887, the Brookline Gas Light Company, under Chapter 385 of the Acts of 1887, applied to the Board of Gas and Electric Light Commissioners "for authority to engage in the business of generating and furnishing electricity for light and power in all or such part of the territory in which it is authorized to supply gas as such board may authorize."

I understand that said Board of Commissioners had adopted a rule not to authorize two companies to furnish electric lights in the same territory, and, in consequence of information of this rule by said commissioners, the officers of said Brookline Gas Company began a negotiation for the

purchase of the property and franchises of the Suburban Light and Power Company, so as to comply with said rule, and get the latter company out of their way. At meetings of the stockholders and directors of both said corporations, held on Oct. 5, 1887, votes were passed, which, on their face, show that their intention then was, on the part of the Brookline Gas Light Company to buy, and on the part of the Suburban Light and Power Company to sell, all the rights, licenses, franchises, and powers of the latter company to the former, and a contract made by them on the same day also indicates the same purpose. Whether this was done with the expectation that the Board of Gas Commissioners would authorize the Brookline Gas Light Company to furnish electric light in all parts of Boston, coextensively with their right, as they claim, under Chapter 104 of the Acts of 1854, to extend their gas-pipes, or whether it was their intention at that time to buy the entire property of the Suburban Light and Power Company, regardless of the extent of the authority which the Gas Commissioners might give to the former company, is perhaps uncertain. Said commissioners were informed of said votes and contract, and, I do not doubt, understood that the Brookline Gas Light Company was to buy all the property, rights, and franchises of the Suburban Light and Power Company. But I do not understand that the Board of Gas and Electric Light Commissioners passed any order requiring the Brookline Gas Light Company to purchase the franchises or property of the Suburban Light and Power Company. The only vote or order, so far as I am informed, passed by said Board in respect to that, was passed Oct. 10, 1887, and is as follows: "*Ordered*, That said company (the Brookline Gas Company) is hereby authorized to engage in said business in that part of the city of Boston which was formerly Brighton wherever it is authorized to supply gas, and in the town of Brookline, and also in so much of the city of Boston as was formerly a part of the town of Brookline; and that said company, within six months from this date, procure a plant, erected and equipped for generating electricity for light and power with a minimum capacity of 180 arc lights of nominally 1,200 candle power each, 100 arc lights of nominally 2,000 candle power each, and 300 incandescent lights of nominally 16 candle power each."

This order does not mention or refer to the Suburban Light and Power Company, and only requires the Brookline Gas Light Company to procure a plant for generating electricity for light and power, of a certain capacity therein described, within six months.

On November 17, 1887, the Suburban Light and Power Company executed a bill of sale of certain property to the Brookline Gas Light Company. It did not mention "franchise or franchises," and I think, on the whole, that its effect was limited to property in Brookline, and such rights as were necessary, or thought to be necessary, for the Brookline Gas Light Company to acquire and have for the purpose of engaging in the business of electric lighting in Brookline, Brighton, and Longwood, the places where it had been authorized to do so. This is what, and only what, the officers of both of said companies now claim that they intended to do, which they thought, as they say, would satisfy the said rule of the Board of Gas Commissioners. The stock or shares of the Suburban Light and Power Company were in 1886 in some way, I suppose by the several holders, conveyed to the Brookline Gas Light Company, which latter company, so far as it could do so, held it until recently, when the said stock was conveyed to the present holders. (I have not seen either of these transfers of stock.) The said Suburban Light and Power Company did not in 1888 or 1889 make the returns required by law to the Commissioners of Corporations, but it has recently done so, and paid the tax due the State for those years.

It is conceded by the counsel who appeared in opposition to the granting of the locations asked for, that the Suburban Light and Power Company has not been formally dissolved.

It is also conceded, as I understand, that the corporate or charter franchise of the Suburban Light and Power Company was not conveyed to the Brookline Gas Light Company; but it is claimed that the existence or capacity of the former company was to such an extent impaired or affected by these transactions, that when, as now, it seeks to actively engage in said business again, it must, like a new company, apply for and obtain the preliminary consent mentioned in Section 3, Chapter 382, of the Acts of 1887, before it can have locations. But said corporation was at the time of the passage of said act not only organized for the purpose of, but actually engaged in, the business of the manufacture and sale of electric light in Boston. And in my opinion said conveyance of property and stock of the Suburban Light and Power Company to the Brookline Gas Light Company did not extinguish the former corporation, or produce such a consolidation or amalgamation of the two corporations as that the former corporation has lost its entity as a corporate body.

The Suburban Light and Power Company had, besides its charter franchise from the State, other franchises and rights, some of which, if I believe the evidence presented to me, it

has not in fact parted with. The Suburban Light and Power Company is therefore not, in my opinion, a new or "other company," within the meaning of the third section of Chapter 382 of the Acts of 1887, so as to be obliged to get the preliminary consent therein mentioned before obtaining location.

It is my opinion that the Suburban Light and Power Company can legally contract to furnish electric lighting in the city of Boston, and in such streets and places in the city, outside of Brighton and Longwood, as it may obtain locations for from the Board of Aldermen. I have thought proper to state to you the above-mentioned transactions and facts, as they have been made to appear to me, bearing upon the question.

Very respectfully submitted,

J. B. RICHARDSON,

Corporation Counsel.

SUBURBAN LIGHT AND POWER CO.

REPORT OF A HEARING BEFORE THE COMMITTEE OF THE WHOLE BOARD OF ALDERMEN, ON THE PETITION OF THE SUBURBAN LIGHT AND POWER COMPANY FOR PERMISSION TO OBTAIN CERTAIN POLE LOCATIONS IN ROXBURY AND DORCHESTER.

MONDAY, Feb. 3, 1890.

The Committee of the whole Board of Aldermen met at two o'clock P. M., Alderman Reed in the chair, to consider the petition of the Suburban Light and Power Company for pole locations in Roxbury and Dorchester.

APPEARANCES.

For the Suburban Light and Power Company. — Hon. WILLIAM GASTON, ALBERT C. BURRAGE.

For the Boston Electric Light Company. — EVERETT W. BURDETT.

For the Edison Electric Illuminating Company. — W. W. GOOCH.

For certain remonstrating citizens and firms. — Hon. P. A. COLLINS.

For certain of the Underwriters. — J. H. BENTON, Jr.

The Clerk read the call, as follows : —

CITY OF BOSTON.

CITY HALL, Jan. 28, 1890.

The Committee of the whole Board of Aldermen will give a public hearing in the Aldermen's Room on Monday, Feb. 3, at two o'clock P. M., on the petition of the Suburban Light and Power Company for permission to erect poles for the support of electric light wires in certain streets in Roxbury and Dorchester.

WILLIAM GARDNER REED,
Chairman of Committee.

The Clerk also read the petition of the Suburban Light and Power Company, as follows : —

BOSTON, MASS., Jan. 20, 1890.

To the Honorable Mayor and Aldermen of the City of Boston : —

The Suburban Light and Power Company respectfully asks for permission to erect poles at the following-named locations in the city of Boston, each pole to be of round cedar, twelve inches in diameter and thirty-five feet high, except where shown on plan hereafter mentioned to be forty-five feet high, or in place thereof, wherever the Board of Aldermen or Superintendent of Streets shall prefer, a so-called Providence pole, being a trimmed hard-pine pole, thirty-five feet high and nine inches square at the base, each location being shown at points designated by red dots on a plan made by Thomas Spencer, dated Jan. 20, 1890, and deposited in the office of the Superintendent of Streets.

SUBURBAN LIGHT AND POWER COMPANY,
BY EUGENE H. CLAPP, *President.*

Locations : Blue Hill avenue, from Wales street to New Seaver street, fifteen poles, the width of the sidewalk being about eight feet.

Blue Hill avenue, from New Seaver street to Warren street, fourteen poles, the width of the sidewalk being about ten feet.

Warren street, from Blue Hill avenue to Kearsarge avenue, fifty-one poles, the width of the sidewalk being thirteen feet.

Dudley street, from Eliot square to Putnam street, three poles, the width of the sidewalk being seven to eight feet.

Roxbury street, from Eliot square to Guild's row, thirteen poles, the width of the sidewalk being seven to eight feet.

Guild row, one pole, the width of the sidewalk being eight feet.

Shawmut avenue, from Sterling street to Roxbury street, thirteen poles, the width of the sidewalk being eight to nine feet.

Hampden street, from Swett street to Dudley street, seventeen poles, the width of the sidewalk being from seven to eight feet.

Linden Park street, near Roxbury street, six poles, the width of the sidewalk being seven to nine feet.

Cabot street, from Linden Park street to Tremont street, eighteen poles, the width of the sidewalk being seven to eight feet.

Weston street, from Cabot street to Tremont street, three poles, the width of the sidewalk being seven feet.

Tremont street, from Weston street to Linden Park street, eleven poles, the width of the sidewalk being ten feet.

Prentiss street, from Tremont street to Boston & Providence Railroad, three poles, the width of the sidewalk being six feet.

Warren street, from Kearsarge avenue to Dudley street, three poles, the width of the sidewalk being ten feet.

Dudley street, from Guild row to Brook avenue, thirty poles, the width of the sidewalk being seven feet.

Dudley street, from Brook avenue to Boston street, twenty-two poles, the width of the sidewalk being seven feet.

Stoughton street, from Boston street to Pleasant street, eleven poles, the width of the sidewalk being six to ten feet.

Pleasant street, from Stoughton street to Commercial street, fifteen poles, the width of the sidewalk being eight feet.

Savin Hill avenue, from Pleasant street to Dorchester avenue, four poles, the width of the sidewalk being nine feet.

Adams street, from Dorchester avenue to Lord street, seven poles, the width of the sidewalk being eight feet.

Dorchester avenue, from Adams street to Park street, nine poles, the width of the sidewalk being ten feet.

Harrison avenue, near Dudley street, two poles, sidewalk being ten feet wide.

Washington street, between Bartlett and Dudley streets, six poles, sidewalk being ten feet wide.

Park street, from Dorchester avenue to Exchange street, thirteen poles, the width of the sidewalk being six to eight feet.

Adams street, from Park street to Neponset avenue, six poles, the width of the sidewalk being eight feet.

Howard avenue, from Dudley street to Hartford street, eight poles, the width of the sidewalk being seven feet.

Geneva avenue, from Bowdoin street to Olney street, seven poles, the width of the sidewalk being eight feet.

Commercial street, from Hancock street to Pleasant street, four poles, the width of the sidewalk being eight feet.

Adams street, from Hancock street to Leeds street, twelve poles, the width of the sidewalk being nine feet.

Linden street, near Adams street, four poles, the width of the sidewalk being eight feet.

Hancock street, from Commercial street to Adams street, nine poles, the width of the sidewalk being nine to ten feet.

Bird street, from Columbia street to Ceylon street, nine poles, the width of the sidewalk being eight feet.

Columbia street, from Hancock street to Bird street, four poles, the width of the sidewalk being eight feet.

Washington street, from Bowdoin street to Torrey street, twenty-nine poles, the width of the sidewalk being seven feet.

Bowdoin street, from Adams street to Geneva avenue, nineteen poles, the width of the sidewalk being eight feet.

Bowdoin street, from Geneva avenue to Washington street, ten poles, the width of the sidewalk being eight feet.

OPENING ARGUMENT OF ALBERT C. BURRAGE.

Mr. BURRAGE. — Mr. Chairman and Gentlemen of the Board. Before this distinguished array I should not appear here this afternoon if I thought it were necessary to do anything more on my part than to make a simple statement. I am not here to make an argument, but simply to state such facts as seem to us necessary for a correct understanding of this case. Under ordinary circumstances, nothing more than a simple statement would be necessary; but I am aware that, before this hearing is over, every sort of obstacle and opposition will be made by interested parties, in addition to such honest opposition as may appear here. I am also aware that before the hearing is over, a great effort will be made to befog this question and to throw dust in your eyes. Therefore I must trespass upon your time and patience, and give, in considerable detail, such facts as are necessary for a clear understanding of the case.

In the first place, the matter is a simple one. It is not a hearing upon the petition of any new company to come into this city to do business. There is no question of the admission of one company or the expulsion of another company; it is simply and solely a question of the granting of certain specific pole locations, and, so far as this hearing is properly concerned, no other matter should come before it. But, as different questions may be raised during the hearing, it seems proper for me to make, as frankly and as clearly as I can, a full statement of our position. The order has been read, and is clear to you all. It has been published in the papers, and advertisements of this hearing have been made. The pole locations asked for in this petition are some three hundred and eleven in number, and they are exclusively within the territory of Roxbury and Dorchester. No poles are asked for in West Roxbury, in the city proper, or any other part of Boston.

In behalf of this petition of the Suburban Light and Power Company for these three hundred and eleven pole rights, I desire at this time to present the following petition: —

BOSTON, Jan. 28, 1890.

To the Honorable Board of Aldermen:

The undersigned citizens, storekeepers and property owners of Roxbury and Dorchester respectfully ask your Honorable Board to grant the petition of the Suburban Light and Power Company for certain pole rights in this district.

First. Because its electrical requirements have never been filled or met by any other company.

Second. Because they believe that this company, being owned and managed by local citizens, responsible to their neighbors and amenable to public opinion, will meet these requirements and give a satisfactory service at fair prices.

Third. Because they believe that, in fairness to this company and to the interests of the city, those rights should be granted, and the company thereby enabled to carry out its contract with the city.

These petitions are signed for the Dorchester District by John P. Spaulding, Charles V. Whitten, Benj. B. Converse, F. W. Lincoln, Sam'l Atherton, John Conness, C. O. L. Dillaway, A. T.

Stearns, Pratt & Co., James H. Upham, Thos. F. Temple, Micah Dyer, Jr., Rev. Arthur Little, Geo. L. Burt, A. W. Spencer, Gustavus D. Parker, Hazard Stevens, D. Eddy, Cheever Newhall, William G. Fish, J. W. Work, S. A. Merrill, D. Lovering, Jr., F. B. Converse, A. H. Yeomans, J. Homer Pierce, Wm. R. Clark, John G. Phillips, H. W. Longley, H. B. Converse, J. P. Fenno & Co., J. W. Porter, S. P. Holbrook, S. F. Kittridge, F. H. Woodward, H. B. Rankin, Thomas Mair, E. J. Lewis, Wm. R. Clarke, Jr., Charles Hildreth, C. E. Folsom, Jr., H. H. Lewis, B. Frank Strand, S. B. Hildreth, W. A. Young, Wm. R. Cordingly, Edward T. Gray, Wm. F. Greene, W. W. Porter, Fred P. Jaques, Nathan Holbrook, H. N. Glover, J. W. Whitmarsh, L. C. Norton, C. A. Patch, N. W. Silsbee, E. P. Loring, Geo. E. Frost, S. W. Hayden, Walter R. Morse, Charles Newhall, Wm. H. West, and eight hundred and sixty-two others.

In Roxbury appear the following names: George Curtis, H. J. Boardman, R. Worthington, Gorham Rogers, James M. Keith, J. L. Rousmaniere, Charles Whittier, Moses Everett Ware, Jediah P. Jordan, John F. Newton, Timothy Smith, James B. Forsyth, Horace G. Allen, Francis W. Kittredge, M. W. Burlen, B. F. Brown, H. L. Bowker, W. L. Garrison, John Backup, D. M. Hodgdon, Frank H. Mudge, Aaron H. Bean, N. G. Snelling, J. F. Amsden, Chas. F. Kittredge, Lyman Gibbs, J. M. Wade, James De Normandie, John W. Keith, and two thousand five hundred and forty-one others, besides other names upon this petition.

There are attached to these petitions a total of some four thousand names. These signatures have been obtained in a comparatively short time, and although they by no means represent the total number of people who would sign such a petition in that territory, they are fairly representative of the people of that section, and show, as we shall maintain, to a conclusive degree, the public opinion, in behalf of this petition.

Now, in regard to the remonstrances so called, which have been read here I desire to say that the remonstrance which is signed by certain fire underwriters of the city of Boston is worded as follows:—

BOSTON, Jan. 10, 1890.

To His Honor the Mayor and the Board of Aldermen of the City of Boston:—

GENTLEMEN, — The undersigned fire underwriters, doing business in this city, respectfully represent that while it is evident that electricity is to be generally used for light and power, this use is, in the present state of the science, attended with dangers, especially with wires carrying a current of a high tension. It is therefore desirable for the safety of life and property that there should be no unnecessary duplication of wires, as this implies an increase of the dangers incident to their use. For this reason the undersigned feel called upon to protest against the introduction into this city of another electric light company, running its wires through our streets and over the tops of our buildings, as they believe that the slight saving in money which the city might effect by having the streets lighted by this new company would in no way counterbalance the risk which would be run by these added and unnecessary elements of danger.

If it should be decided, in spite of this protest, to allow another electric light company to carry its wires through our city, it is the hope of your

petitioners that it shall be a condition in the contract made by the city that the wires put up shall be insulated in the most approved manner, and in other ways arranged so as to guard against accidents.

There are some twenty odd signers to that remonstrance, which is headed by John C. Paige, George O. Carpenter and others. In connection with that, I have received the following :—

BOSTON, Jan. 28, 1890.

Albert C. Burrage, Esq.,

Treasurer Suburban Light and Power Company, Boston, Mass. :

DEAR SIR,—In answer to an inquiry from you, I wish to say, that while strongly objecting to additional overhead wires in the business portion of the city, I do not object to overhead wires in Roxbury and Dorchester, and favor the granting of the pole rights asked for by the Suburban Company in such districts, without regard to the remonstrance of fire underwriters signed by me.

Yours truly,

W. A. COUTHOUY.
JORDAN. LOVETT & CO.
JAMES GOODMAN & CO.
WM. A. B. CUTTER.
SAMUEL W. BROWN.
P. E. EDDY.
W. S. BURBANK.
CHARLES H. WISE.
G. A. EASTMAN.
BICKNELL & ROBINSON.

In regard to the remonstrances which have been presented to this Board before this meeting, to-day, I desire to say that I have glanced over those names, and I am not surprised to find from the records of the Secretary of the Commonwealth, according to the last annual report of the Boston Electric Light Company, that quite a large number of those remonstrants are stockholders of the Boston Electric Light Company. Geo. O. Carpenter & Co., Sawyer, Manning & Co., Isaac Fenno & Co., W. S. Eaton, who has signed twice, Miner, Beal & Co., and several others, are large stockholders of the Boston Electric Light Company.

So much, Mr. Chairman, for the petition, so much against it. Now, what are the circumstances of the case, as they appear here to-day? As I have said before, it will undoubtedly be attempted to cast a cloud or to throw dust upon this matter by the raising of false issues which can have no bearing upon the question, and possibly an attempt may be made to impugn the good faith and intentions of this company. In defence I desire to say that the Suburban Light and Power Company is to-day owned and managed entirely by five citizens of Roxbury; that an arrangement has been made among those five gentlemen whereby it is impossible, for many years to come, for the control of that company to pass away from the citizens of Boston. The Suburban Light and Power Company comes before this Board not as a new company asking for the privilege to come into Boston to do business, but simply as a petitioner for certain pole rights. The five gentlemen who are interested in this company to-day became interested in the company on account of the failure of the Roxbury Electric Light Company in the year 1889 to obtain the power to do business from the Board of Gas Commissioners. That

company was formed for the special purpose of supplying Roxbury with the electric lights which it had not had, and which there seemed no chance of its getting. I may say that the entire stock of the Suburban Light and Power Company was bought by those gentlemen last year, and is now entirely owned by them. So far as the company is concerned, I wish to say that it was organized on the seventh day of October, 1886; that it received its charter on the sixteenth day of October in that year, being organized with a capital of \$30,000, with a location in Boston, and for the purpose of furnishing electric light and power. It immediately erected its plant and obtained from the city of Boston, on or before the seventeenth day of November, 1886, some seven hundred pole rights, under which it erected poles which it now owns and has continued to own up to the present time. In March, 1887, it bought out the property of the Brookline Electric Light Company, which went out of business, and increased its own capital to \$75,000. In October, 1887, one year after its formation, it sold out all its Brookline property to the Brookline Gaslight Company. That was on the seventeenth day of November, a bill of sale of its personal property in Brookline being given to the Brookline Gaslight Company, and a deed of all its real estate in Boston being given the same day to the same company. At the same time the capital stock was sold to Dr. Robert Amory, who was the president of the Brookline Gaslight Company, and by him transferred to the Brookline Gaslight Company. Eleven days after that, on the twenty-eighth day of November, the company obtained additional pole rights from the city of Boston, under which it erected poles. The company during the years 1888 and 1889 did not make annual returns to the Secretary of the Commonwealth or to the Tax Commissioner, but those returns have now been made and are on record. They have been accepted by the authorities and the taxes have been paid, so that nothing whatever stands against the company in that respect.

During the month of November, 1889, as I have said before, the control of this company passed into the hands of those who now own it. The city of Boston, on the fifteenth day of November, by its executive officers, issued an advertisement, asking for bids for the public street electric lighting in various districts of the city of Boston, the bids to be handed in on the twenty-ninth day of November.

In response to that public advertisement of the city of Boston, the Suburban Light and Power Company made a bid for the district of Roxbury, the district of West Roxbury, and the district of Dorchester, offering to furnish all the electric public street lights that should be required for the city of Boston for a period of one year for the price of forty-nine cents per light per night, for three years for the price of forty-seven cents per light per night, and for five years at the price of forty-five cents per light per night, the bids being exactly the same for all of the three districts. The other bidders at that time were the Boston Electric Light Company, which bid for all the different districts of Boston, with the exception of Brighton and Charlestown, making its tender of sixty-five cents per

light per night for one year, fifty-five cents per light per night for three years, and fifty cents per light per night for five years. The Charlestown Gaslight Company made its bid at the same prices as the Boston Electric Light Company, for the district of Charlestown. The Brookline Gaslight Company made its bid for the district of Brighton, at the rate of fifty, fifty-three, and fifty-seven cents. All of those bids were rejected, and on Dec. 24 new advertisements were issued, calling for bids, the advertisement reading as follows : —

CITY OF BOSTON, LAMP DEPARTMENT, Dec. 24, 1889.

Sealed proposals will be received at the office of the Lamp Department, City Hall, until Monday, Dec. 30, 1889, at 12 M., at which time and place they shall be opened, for furnishing such number of electric lights for public street lighting for a period of one, three, or five years from the date of contract, as the Board of Aldermen may from time to time direct. Each lamp will be required to burn every night in the year from sunset to sunrise, in accordance with terms which will be furnished upon inquiry at this office. Separate proposals will be received for city proper, East Boston, Charlestown, South Boston, Brighton, Roxbury, West Roxbury, and Dorchester. Proposals must specify the system to be used in lighting, the illuminating power of each lamp, and be accompanied by an agreement to run electric wires to all electric lamps that may hereafter be located in the several districts for which contracts are awarded. All contracts made will be subject to the provision and condition that appropriations shall be duly made by the City Council to pay for such lights. No bids will be considered at a rate exceeding forty cents per night for what is termed a two thousand candle-power light. The right is reserved to reject any or all proposals. Proposals to be addressed to Geo. H. Allen, Supt. of Lamps, and to be marked "Proposals for electric lights for public street lighting."

GEO. H. ALLEN, *Supt. of Lamps.*

In response to that advertisement, the Suburban Light and Power Company tendered proposals to the city of Boston for lighting not only the districts of Roxbury, West Roxbury, and Dorchester, but also the districts of South Boston and the City Proper, and for this reason : that with the price of the company limited to forty cents, it felt that a much larger number of lights would be required to enable the company to make a profit at that price. Those bids were handed in on the thirtieth day of December last, and in response to those bids, upon the ninth day of January, 1890, the following award, which had previously been made by his Honor the Mayor, was made in writing by the Superintendent of Lamps, worded as follows : —

CITY OF BOSTON, LAMP DEPARTMENT,
CITY HALL, Jan. 9, 1890.

Eugene H. Clapp, Esq.,

President Suburban Light and Power Company : —

DEAR SIR, — After due consideration of the proposals received from you, it has been decided to award to your company the contract for supplying the electric light to be used in that portion of the city of Boston designated as West Roxbury, for five years, at the rate of $39\frac{74}{100}$ cents per lamp per night, substantially as advertised. The form of contract is now in the hands of the corporation counsel for preparation, and I will notify you when it is ready for execution.

Yours respectfully,

GEO. H. ALLEN, *Supt. of Lamps.*

Four other awards of a similar tenor were sent, each relating to one of the other four districts of Boston for which bids were made. The prices at which the bids were made were as follows : —

For the city proper, South Boston, West Roxbury, and Dorchester, at the rate of 39.74 cents per light per night ; for the district of Roxbury a bid was made for one year at the rate of 38.99 cents ; for three years, 37.99 cents ; and for five years, at the rate of 36.99 cents, the bids in the other cases all being for five years.

That is the position of this company with regard to the city of Boston to-day, that, in response to the public advertisement it has submitted its bids, the contract has been awarded, and this company, notwithstanding the slurs and insinuations that have been uttered in the public press and elsewhere, stands ready to-day to carry out to the extreme letter of that contract its conditions as expressed therein. So far as the capital of the company is concerned and the ability of the company to carry out its contract, I wish to say that the capital of the company to-day is \$75,000, but that it has been voted to increase it to \$225,000, all of which has been subscribed by citizens of Boston.

In regard to the ability of the company to carry out its contract, I would say this : that last Monday, it was suggested in this Board that it might be well to defer action upon this petition until the question of the location of its steam-power was given to this company. In order that there may be no misunderstanding, I have had photographed the plant which has been leased by this company, with the privilege of buying, and those photographs I submit here, giving both the exterior and the interior of the plant. This plant is the rolling-mill of the Globe Nail Works, situated on the corner of Gerard street and Norfolk avenue, Roxbury. That building is one of the finest buildings in Boston of its kind, being nearly two hundred feet long, seventy-eight feet clear inside, and with a height of a little over fifty feet. That plant is now supplied with sufficient steam-power to run every arc light to-day within the district for which the Suburban Light and Power Company has made a contract. In order that the company might be able to carry out its contract with the city, it has entered into a contract with the Westinghouse Electric and Manufacturing Company, of Pittsburg, Pa. By this contract it will get its apparatus for this plant, for the carrying out of its contract with the city, within the time which has been specified between his Honor the Mayor and the company as the time within which the company shall be ready to carry out its agreement. That time is, for the district of Roxbury, West Roxbury, and Dorchester two months, South Boston three months, and the city proper four months. We are ready to show not only that we are ready to carry out the contract and are in a position to do so, but that the material with which we shall carry it out is second to none in the country ; that, situated as we are, we are in a position to take advantage of the improvements of modern science, and to get the best that the market affords. Later on we shall have occasion to show in detail, if necessary, exactly what we propose to put in.

Now, so far as the remonstrances are concerned, the phrase has

been used in one or two of them, that unnecessary wires and poles should be avoided, that multiplication of wires is not desirable, and that unsightly poles should not be erected. In answer to that, we desire to say that when our plan is carried out, and the poles and wires are erected, the duplication of poles and wires will not be due to us, but to those poles and wires which will remain in connection with the existing company, which poles and wires will be useless, as they are now supplying in the district of Dorchester and in the district of Roxbury the public street lights of the city of Boston. In regard to any possible charge that we have a desire to injure any existing corporation, I desire now, in behalf of this corporation, to make the offer, which will be carried out, that we are ready to take the existing poles and wires of the Boston Electric Light Company, which is now furnishing the city of Boston with its electric lights in that part of the city, at such a sum as may be found, upon the appraisal of three disinterested parties, to be fair.

I will not detain you any longer, Mr. Chairman and gentlemen, with any statement, because I think you are all familiar with the facts of the case, but I will simply call a few witnesses from these two districts of Roxbury and Dorchester, to show that not only is public opinion strongly in favor of this company, as is shown by the attendance in this room to-day, but that there is no general remonstrance to the granting of this petition.

STATEMENT OF JAMES M. KEITH.

Mr. Burrage called Mr. Keith, who said: Gentlemen of the Committee, I have been a resident of Roxbury since 1846. I have seen the city of Roxbury grow from a small municipality, and have seen it grow since its annexation until at the present time there are within the limits of what used to be Roxbury more than 100,000 inhabitants. There never has been a period, within the last forty years of my recollection, that the growth of that portion of the city of Boston has been so rapid as it has been within the last two or three years. As an illustration of this, in the immediate vicinity of where I reside, within the past year there have been erected over one hundred dwelling-houses. On the estate lying exactly opposite mine — what was called the Ellis estate — have been erected forty dwelling-houses, all but one or two being apartment houses, having apartments for three distinct families, and all that have been completed are now occupied.

Within the last few years we have felt very much the need of electric light, and more especially since the consolidation or selling out of the old Roxbury Gas Company to the modern company. Whereas formerly we had good clear, bright lights, that we could see to read by; since this consolidation we have been furnished with a kind of gas so poor that we are actually compelled to use kerosene lamps, in order to get a fair light to read by. Our gas bills, also, instead of being less, are more than they were formerly, although the rate per thousand feet charged is very much less than was formerly charged by the Roxbury Gaslight Company. Something like a year or more ago we undertook among ourselves to

get up a company to supply the wants within the limits of Roxbury. We have not been able to obtain what we need from any company that has existed there. We were denied the privilege of starting a company, and we felt that it was a great hardship and wrong. I feel that that portion of the city is suffering to-day and must suffer in the future for the want of proper lighting, unless we can get lighting from some source where there shall be some responsibility between the owners of the corporations and the citizens who are to be supplied with the light.

The citizens of Roxbury were denied the privilege of supplying themselves with the light which they wanted for their homes and the power that they wanted for various purposes. When I saw this petition of the Suburban Light and Power Company for leave to erect poles, and ascertained that the city had already made a contract with that company for the purpose, it seemed to me that a new life had arisen for Roxbury, for the future at least, because, if we can have the same facilities which the inventions of modern science have made possible and acceptable in other section of the country, there is no reason why Roxbury should not continue to grow with great rapidity in the future as it has in the recent past. The experience we have suffered from all the gas companies being absorbed by this great corporation within the city, and our having no means of supplying ourselves with gas except through that corporation, shows the ordinary experience that the public have when all power is centred in one corporation, so that there is no competition at all. It is inevitable when that is done that there will be an oppression of the public. They will be obliged to buy an inferior article at a superior price. The public, in such cases, is always imposed upon, and it should never be put in the absolute control of one corporation, without any contest or competition on the part of others. Now, as I say, when I saw that this Suburban Light and Power Company already had power to erect poles in the suburbs and had certain rights and powers in Roxbury, it seemed to me that a new light had dawned on the prosperity of Roxbury, and I was very glad to see that this company had applied for certain powers, and that the city had contracted with it at a less price than the old corporation had offered to do the lighting for the city, for the next five years to come. Now, I can see no possible reason why there should be, in the mind of any disinterested person, any objection to that corporation. Why shouldn't the citizens of Roxbury have the opportunity of supplying themselves with electric light, and supplying themselves at the lowest reasonable compensation for which that light can be furnished? Why shouldn't the city of Boston itself, the city as a whole, supply itself in the same way? Why should it put itself under the control of one corporation, allowing that corporation to exact what price it pleases for the light which it furnishes, instead of having the matter left open to competition between different companies, the light to be furnished at the lowest possible rate? With modern appliances, as I understand, these lights in the thickly settled portion of the city can be placed underground, where they will be free from any objections which arise from the

multiplication of lights in the city proper which cause interference at fires in regard to the use of ladders for the escape of people, and to assist in putting out the fires. In the suburban portion of the city we are not crowded with poles, and the necessary number of poles that would be required for furnishing lights would not seriously inconvenience or incommode the public. From my experience with the citizens of Roxbury I feel confident in saying that nine tenths of the public would cheerfully accede to any slight inconvenience that might be incurred by the multiplication of poles necessary to supply us with light by this Suburban Light and Power Company. I don't know that there is anything more which I need to add in regard to this matter. I put it upon two grounds: first, the prosperity of that particular portion of the city which it is designed to benefit, in which we have been unable to obtain through other sources the lights which we wanted, and where we are now obliged to submit to an inferior article of lighting, because we cannot obtain a better. I also put it upon the ground that the citizens of this whole city, as a whole, should have the privileges of competition, because if there is competition between different companies they will obtain the best possible light that can be furnished, at the least possible expense.

Mr. BURDETT. — Your complaint, as I understand it, is based upon the poor quality of the gas which you get in Roxbury?

A. Not altogether, sir.

Q. Do you use any electric lights yourself?

A. No, sir; I am unable to get them. I would be very glad to get them if I could.

Q. At the price of gas?

A. At any reasonable price.

Q. What have you to say about the quality of the electric light on the streets of Roxbury?

A. I have nothing to say in regard to them at all.

Q. That is what I want to ask you about. Are you aware that the Boston Electric Light Company is operating and maintaining quite a number of street lights in Roxbury?

A. I am; yes, sir.

Q. Can you tell us whether those lights are good lights, and give satisfaction to the people?

A. I should think they were fairly good.

Q. Do you know anything about the commercial lighting in the district of Roxbury?

A. No, sir; I don't.

Q. I mean the lights used by private consumers.

A. No, sir; I don't know anything about it.

Q. Have you any statement to make to this committee that those lights are not satisfactory to the people who use them?

A. No, sir; I don't know anything about them.

Q. So your experience with poor lights relates to gas entirely?

A. Yes, sir; so far as my own house is concerned.

Q. You were a witness, were you not, before the Board of Gas and Electric Light Commissioners in the case of the appeal of the Roxbury Electric Light Company?

A. Yes, sir.

Q. The Roxbury company had been before this Board, or its predecessor, and had been given leave to withdraw on a similar petition to the present one?

A. So I understood.

Q. That case was heard by the Gas Commissioners, and after full argument, the decision of leave to withdraw was confirmed by that Board, was it not?

A. After a lapse of about four months.

Q. Now, at that time, the burden of your song was that the people of Roxbury were not supplied with good gas, was it not?

A. It was that in part, sir, and that we could not get and did not get from the existing company the lights that we wanted in Roxbury.

Q. Will you kindly state whether or not you have ever applied to the Boston Electric Light Company, or any officer or employee of that company, for additional electric lights in Roxbury?

A. No, sir; I have not.

Q. Have you ever addressed any communication to the company, or any one representing it, on that subject?

A. No, sir; I am not in a commercial business which requires light at all.

Q. Then your statement as to the inability of the people of Roxbury to get light rests upon what you have been told, and not upon personal knowledge?

A. Information and belief, sir.

Q. Have you any information that the Boston Electric Light Company has, within the past year, within much less than a year, applied twice to the Board of Aldermen for the location of a steam plant for the purpose of supplying electric lights to the district of Roxbury?

A. I don't know anything about that.

Q. You have kept somewhat close track of this question, so far as you are a resident of Roxbury?

A. I cannot say that I have kept very close track of it, because I am an old man, and don't do much business now, anyway.

Q. You were ignorant of the fact, if it is a fact, that the Boston Electric Light Company has applied to this Board of Aldermen for a location for a steam plant, to do business in Roxbury and Dorchester within the past year?

A. I have no personal knowledge of that matter.

Q. You have no knowledge of how much or how little effort has been put forth by the Boston Electric Light Company to get a steam-plant location in that district?

A. No, sir.

Q. Referring to the matter of gas again, it appears, does it not, that when you were supplied by one company — the former company — you had good gas?

A. Yes, sir.

Q. And that, upon the coming in of a new company, you lost that good service, and had to be content with a poorer service?

A. Yes, sir.

Q. I believe you are a lawyer by profession, are you not, Mr. Keith?

A. Yes, sir; retired from practice some years.

Q. Are you aware of the fact that there is a law of the Commonwealth of Massachusetts to the effect that the mayor of a city, or twenty consumers of a gas or electric light company in a city, can apply to the Board of Gas and Electric Light Commissioners either to have the quality of the gas or electric light improved or to have the price reduced?

A. I haven't studied into that matter at all.

Q. You are not aware of that?

A. No, sir.

Q. So your testimony amounts to this: that you come in here with a general complaint that Roxbury is not properly lighted, without knowing what legal measures might be taken to compel its being lighted by the present company, and without knowing anything about the efforts the present company has made to get a foothold in that district?

A. I know the city of Boston is unable to get proper lights with the existing arrangements, and I know that applications have been made, not by myself, but by my neighbors, for lights, and they have not been able to get the lights they want.

Q. So this is not from personal knowledge, but is partly your personal opinion and partly what comes to you by hearsay?

A. So far as the application for more lights is concerned, yes, sir.

Q. Have you any information or knowledge whether or not the proposed new system of underground electric service which you talked about a moment ago, that is proposed to be introduced by this new company, has ever been tried in practice anywhere?

A. I saw a statement in the papers the other day of the superintendent at Philadelphia, in which he stated the experience of the city of Philadelphia in that matter, and said that they found it entirely satisfactory. I thought that was trustworthy.

Q. You misapprehend my question, sir; are you aware that in the city of Philadelphia one portion of their alleged underground circuit is overhead, while only one half of the circuit is underground?

A. I don't know anything about the particulars of that.

Q. Are you aware that the underground service in Philadelphia is by the continuous current, so called, and not by the alternating current, such as the petitioning company here proposes to use?

A. I am not familiar with the details of the service in Philadelphia, but I have the statement of the superintendent that their underground service is safe and economical, more easily maintained than the overhead system, free from any objection which the overhead service has, and I see no reason why that is not reliable.

Q. I understood you to say so, but I will now return to the question I originally put to you: whether you have any information or knowledge as to whether or not the system which these petitioners here propose to use, I mean the kind of underground system that they propose to use, has ever been tried in practice anywhere?

A. I don't know what that system is. I suppose that will be shown by their experts who will subsequently come upon the stand.

Mr. GOOCH.—Pardon me a question. In regard to the gas used in Roxbury, would you like to have a competing gas company put down its pipes there?

A. If I could not get a better service than I have now, I should like to have one, mighty quick. I would have competition wherever any corporation rises over the people rough-shod, and furnishes them such vile stuff in the way of gas as is furnished to us now. I would institute another gas company immediately.

Q. So that, if you had a good gas service, you wouldn't care about having anything else put in?

A. No, sir; if we could get a good one, I shouldn't want anything better.

Q. What are your ideas in relation to the extension of this system over the city of Boston, leaving Roxbury alone for a moment?

A. If this new company will do as well for the rest of the city as for the portion of the city which they have contracted to furnish with electricity, I am in favor of letting them have a chance.

Q. You believe, then, in allowing them to put their system over the whole city?

A. If they will do it better than others would, I am.

Q. Have you looked over the question as to whether or not it is necessary, in the city proper, for them to put their wires underground or overhead?

A. I would say that whenever one corporation charged thirty per cent more than another corporation is willing to furnish a thing for, that the introduction of another corporation was necessary.

Q. Therefore, in relation to the city proper, if the gas company in Boston was doing good work and the gas company in Roxbury was not, you would favor giving the company in Boston a chance to enter Roxbury?

A. I would give the right to the company that would furnish the best article at the cheapest rate, every time.

Q. Now, supposing, in relation to the city proper, that there were a perfect system of underground wires here now, supplying the want which you most desire, private lighting, would you, in such a case as that, be in favor of allowing a new company to come in and lay its wires under the street, over the housetops, and over the streets?

A. I don't know that I get the full force of your question.

Alderman WILSON.—In order that this hearing may be limited to as short a time as possible, I would ask whether the question of underground construction, or any construction in the heart of the city, has anything to do with this hearing.

The CHAIR.—The Chair would rule that it has not, and would ask counsel to confine themselves as nearly as possible to the petition.

Mr. GOOCH.—Mr. Chairman, I would ask whether that question is debatable by counsel, and whether that matter can be left to the whole committee? If the Chair will pardon me one moment, I would say we might as well have this matter understood right here.

Of course, if this is to be cut off without any debate from counsel, I would simply ask the Chair to rule whether I have any rights in the matter.

The CHAIR.— The Chair would state that the petition asks for pole rights in Dorchester and Roxbury. The Chair has permitted counsel to wander a little, hoping they would soon come back to the question ; but as the question has been raised, the Chair would rule that counsel must confine themselves to the matter included in the petition ; and in answer to the question of counsel, that unless the committee otherwise vote, counsel will not be allowed to argue on this point.

Mr. COLLINS.— Permit me a suggestion. I will not take up much time, and perhaps this does not become a part of my case here, but a part of the petition, made so, I think, by the fact that it is in the records, is a letter from the counsel for the company here present, dated on the 25th of January, 1890, in which it is stated substantially that this petition is only for the present time in favor of a location in Dorchester and Roxbury, but that, later on, they intend to petition the Board, after they perfect their plan, to cover the entire city. As I am a little more familiar with the manner of doing business here, and with the freedom that is usually allowed counsel, although I am not interested, as my brother is, in a thing relating to the city proper, I would like to call your attention, Mr. Chairman, and that of members of this committee, to that letter ; and it seems to me, speaking as a lawyer, familiar with cases of this kind, that the intention of the company to extend its system is necessarily involved in that preliminary inquiry whether they shall occupy a part of the city of Boston, and thereafter occupy the whole.

Mr. GASTON. — I entirely agree with the Chair. As I understand, the petition is limited and not general, and therefore a general inquiry, except as it can aid the limited petition, is not before us. The question is this : Shall this company be granted the right to erect poles in certain portions of the city ? It seems to me it is extending the inquiry unwarrantably to go outside of the petition.

Mr. COLLINS. — In reply to that, permit me to say, that at the last meeting of this Board, when the meeting was set for this day before the Committee of the Whole, Alderman Reed said that in defence of the majority report of his committee, he desired to read a letter which was addressed to the Committee on Electric Wires by the counsel for this company, stating what their position was with regard to this petition, and as to the intention of the company in future.

Mr. GASTON. — Suppose he did.

Mr. COLLINS.— Suppose my brother Gaston has made a declaration of common law, or, what is not supposable, of course, had drawn a defective bill in equity, and he afterwards undertook to amend it and extend it further. Would not the amendment and the extension become a part of the records, and therefore subjects for consideration ?

Mr. GASTON. — Not at all.

Mr. COLLINS. — I don't know that my brother Gaston ever did

make a mistake ; but if he ever did make a mistake, the matter would stand in that way, and the record would be open.

Mr. GASTON. — I would like to say to the Chair and to the gentlemen of the committee that if an amendment is sought extending an inquiry beyond a reasonable cause of action, it cannot be allowed by law ; and if this inquiry were raised in a court of law, there would be no doubt that the ruling of the Chair is correct, That is, if there is a petition for a given thing, the courts confine the parties to that petition, and don't allow them to go beyond it. As my brother has supposed a case in law and equity, I would say that the ruling of the Court on such a point as has been brought up would be just the same as has been the ruling of the Chair.

Mr. COLLINS. — The petitioners have asked for the right to cover certain designated territory with poles, at the present time. This Board, the granting authority, referred that petition to a committee of its whole number, to consider the entire subject. When that committee, through the instrumentality of Alderman Reed, wanted further information as to what the company intended to do if this power were granted, the company very frankly said, " We intend to cover the whole city," thereby opening the entire case ; and I submit that it is competent for this Board of Aldermen to hear what that company intends to do in the future, and to determine what this petition means, as the commencement of the raid which the company intends to make upon the entire territory of the city of Boston.

Mr. GASTON. — We intend to make no raid except what my friend's company have made, and a much better raid than they have made. Now, I come back to the original inquiry : Shall we have certain pole rights in Dorchester and Roxbury ? That is the question raised by the petition, and any attempt my brother may make to go outside the inquiry and raise a question which is not pertinent to the petition, cannot be considered or recognized. I can see no reason myself, in law, morals, or reason, why we should go into an inquiry upon a matter which is not now before the Board. My brethren, for some cause or another, seek to do it. In order that this inquiry may come to an end somewhere, at some time, I think it is best for us to confine ourselves to the subject of the petition. I don't know of any precedent for going beyond it.

Alderman WILSON. — Inasmuch as the counsel on the different sides have had an opportunity to express themselves on this point, I don't think there is any need of hearing counsel further. I would ask for the ruling of the Chair on the point of order I raised, after having heard counsel. My point of order is, that the question of underground construction or the construction of any wires in the heart of the city or outside the territory covered by this petition is not properly before this committee.

The CHAIR. — The Chair would rule that the point of order is well taken.

Mr. GOOCH. — Mr. Keith, have you any knowledge of the system which the petitioners here intend to introduce in Dorchester and Roxbury ?

The WITNESS. — No knowledge of the details of it at all.

Q. Have you any knowledge of the general character of the system?

A. Nothing more than I get from the public prints.

Q. Have you any knowledge of the difference between the continuous and the alternating system?

A. No, sir; I am not posted on those matters.

Q. Suppose you were informed and suppose you believed that the system which they intend to introduce is a dangerous system to life — would you still be in favor of the introduction of that system?

A. No, sir; not unless the dangers could be obviated.

Q. I am supposing that they cannot be obviated. Suppose it is a system of extra hazard — more hazard than any other in use in Boston — would you believe, then, in its introduction?

A. No, sir.

Mr. BURRAGE. — In my opening I omitted to state one point which I wish to make, that this company is entirely willing to have that order changed, if the Board desires, by striking out the words “twelve inches in diameter” where it speaks of the poles, and inserting after the words “all of said poles” “to be the so-called Providence pole, being a trim, hard-pine pole, nine inches square at the base.”

STATEMENT OF W. W. DAVIS.

Mr. W. W. Davis was called by Mr. Burrage, and said: Mr. Chairman and gentlemen of the Committee, I have been requested by Mr. Burrage to relate my experience and endeavors in relation to introducing electric lighting into the Norfolk House. I am the manager of the house, and had several interviews, and tried in several ways to better our lights. Some three years ago we had electric lights placed in our dining-room by a gentleman named Wirt, running from a small dynamo in Prang's factory, connected with our house. It proved satisfactory, but he gave that up to connect himself with the Roxbury Electric Light Company, and allowed to remain in our house, what were ours by right, the wiring and construction that he had put in there. We desired to reduce the amount of heat in our dining-room which was caused by gas, and used the electric light, which worked perfectly satisfactorily.

Some two years ago a visit was paid to an electric light company in Boston, and a gentleman who was then manager was talked with, and it was tried to make some arrangement for having electric light put into the Norfolk House, having them connect the wires. They said they had no facilities for furnishing incandescent light in Roxbury; that the only thing that we could do was to buy a plant of our own. Then Mr. Wirt came to us and put in these, something like forty lights. When he came up, I allowed the matter to remain until last summer, some time in August, when I paid a visit to the Boston Electric Light Company, and was shown, I suppose, some responsible person there, and he said they had no facilities for furnishing incandescent electric light to us, and he made a promise to me, and said there was no reasonable doubt that we should have electric lights in Roxbury by the first day of October. We have

not got them, and have no means for getting them. We have some three hundred odd gaslights in our house, and it is impossible for us to get a proper light at anywhere near a reasonable expense, in our house. Our idea is, to better the system by having electric lighting, if we can get it. It isn't a question of where we get it or of favoritism to any company. My idea is simply to get the light from some company. We have been for some three years trying to get the light, and have been unable to do so. Every little town by itself seems to get electric light, but in Roxbury, with 100,000 inhabitants, we haven't got what we want, and I see no way of getting it.

MR. BURRAGE. — Mr. Davis, are you familiar with the petition that is before this Board?

A. Yes, sir; I have read it.

Q. Will you state what your understanding is to day as to the state of public opinion in Roxbury in regard to the granting of the petition?

A. Well, I have occasion to meet a great many men out there, and if we are going to have electric lights there they would rather have the matter in the hands of somebody who felt some responsibility in the matter, property owners of Roxbury; and they can see no reason why a company owned and controlled by residents of Roxbury would seek to damage their own property and the property of their neighbors and consumers.

Q. Are you aware of any general opposition to the granting of this order?

A. I haven't heard of any.

Q. Are you in a position where you would be likely to hear of any?

A. Well, we have some sixty men in our house who are responsible business men. Several of them are insurance men, — some four or five of them, — and I have never heard any opposition to the placing of poles, or anything of that sort, in Roxbury.

MR. BURDETT. — How long ago, Mr. Davis, was your first application made to the Boston Electric Light Company?

A. The first application was not made by me, but was made by the previous manager. He went to the office, then situated, if I am not mistaken, in the Rogers Building; I think it may have been the Brush Electric Light Company. I think it was before the Boston Electric Light Company was inaugurated.

Q. So one of the two applications you refer to was not made to the present company at all, but to one of its predecessors?

A. One of its predecessors.

Q. That was some two or three years ago?

A. Yes, sir.

Q. How long ago did you make the last application you have referred to?

A. Last August, or it may have been September. I think it was the last part of August, or some time in August, when I was seeking to get electric lights for the winter.

Q. You went there at that time, and they told you that by the 1st of October you could probably have lights?

A. Yes, sir.

Q. Did they tell you why?

A. They told me they had bonded a piece of property.

Q. For a Roxbury station?

A. Yes, sir.

Q. And were you informed that a petition for the right to maintain a steam plant on that location was at that time before the Board of Aldermen?

A. I was informed nothing of the kind.

Q. Then, when you made an application the last of August or the first of September, you were informed that the company had bonded a piece of property in Roxbury, and would undoubtedly be able to give you lights by the 1st of October?

A. That was the promise that was given to us; given to me, personally.

Q. Are you, or are you not, aware that at that time there was pending before the Board of Aldermen a petition for the location of a steam plant?

A. I knew nothing about it at all.

Mr. GOOCH. — Mr. Davis, do you know anything about the system which these petitioners intend to use?

A. No, I do not.

Q. You don't know anything about it?

A. No; but I would state here that I should suppose a company composed of property owners in Roxbury, having an interest in the matter, would certainly get as safe and reliable a plant as a company organized and doing business outside of Roxbury.

Q. You don't know anything about it?

A. I don't know anything about electricity.

Q. You don't know anything about the system that they are to use?

A. I am not in a condition to know anything about it.

Q. How about your house; if you supposed that a system of extra hazard was to be used, would you want it to be introduced into your house?

A. I don't expect that such a system will be used.

Q. But suppose it was used?

A. A dangerous light?

Q. Yes, sir.

A. I suppose no man would want a dangerous light in his place.

STATEMENT OF L. FOSTER MORSE.

Mr. L. Foster Morse was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — Your name?

A. L. Foster Morse.

Q. Your business?

A. Real estate.

Q. Whereabouts?

A. In Roxbury, No. 6 Warren street.

Q. Are you familiar with this petition?

A. I know there is a petition, signed by everybody residing around there, and I supposed every one was willing to sign it who did not own stock in the Boston Electric Light Company.

Q. Have you heard any opposition to the granting of these pole rights?

A. None, except what I have heard from the Boston Electric Light Company.

Q. Are you familiar with the ground to be covered with these poles?

A. I think I am, somewhat. I think we want more light there. Our streets are not lighted with electric lights as they should be. As I understand, Dorchester and Roxbury together have only one hundred and twenty-three lights, in an area of over six thousand acres; whereas in Charlestown, in an area of less than five hundred acres, they have nearly as many lights as we have in Dorchester and Roxbury. I think there is no doubt that, at a lower price per light per night, the city will be able to give us a larger number of lights.

Q. Have you heard any expression of public opinion, or of any individuals in particular, in favor of the granting of this petition in Roxbury?

A. Well, every one I have talked to has been in favor of it. The light is a police regulation. Our districts are large, our police are few, and the lighter you make the places, the safer is life and property. There is no doubt about that. I believe, too, in competition. As a boy, I remember the omnibus that used to run, no monopoly, until it was succeeded by an opposition line. I don't believe in giving exclusive rights to any corporation or to any set of men. If people come to us and offer to do business at low prices, those prices are what the citizens should pay; and of course, if the citizens of Boston, represented by their Board of Aldermen, see that these people are competent to furnish light for a low price, I think the general public opinion would be that they should have the contract.

Q. Are you familiar with those who are in the management of this company?

A. I am, sir.

Q. In your opinion, are they able to carry out the contract?

A. I have no doubt they will carry it out, if you give them the right to put up the poles.

Mr. BURDETT. — Mr. Morse, whether or not any one of these five gentlemen who have charge of this company now, and who, as Mr. Burrage says, constitute the entire company, have had any experience in the electric lighting business, that you know of?

A. Well, I don't know as they have, and I don't know as that makes any difference.

Q. I don't know as it does, either; but you don't know that they have.

A. No, sir.

Q. How do you happen to be familiar with those who are, or those who are not, stockholders of the Boston Electric Light Company, if you are?

A. The only reason is, that I have talked with gentlemen who were stockholders of the Boston Electric Light Company some two years ago, and tried to get incandescent lights up Warren street, but we haven't got them yet.

Q. But the lines of the company run up through Warren street?

A. Yes, sir.

Q. And there are poles on Warren street which the company has?

A. Yes, sir.

Q. With city lights on the circuit?

A. Yes, sir.

Q. Are you aware of the fact that all the Boston Electric Light Company would have to do, if there was any reasonable demand for incandescent lights along that street, would be to run a loop wire, so called, from the present wires to the place where the light was required, in a man's house or place of business, and loop it back on the circuit, and go on?

A. I am not an electrician, but I have been told that they would have to have more power, and that they couldn't give it to us.

Q. Are you aware that the company has been trying, during the past year, to get a steam-plant in Roxbury?

A. No, sir, I am not. I know they pretended to try.

Q. Well, they at least made an effort in that direction?

A. No, sir, I don't think there has been any effort made. I think it is a bluff.

Q. Are there any more opinions of your own that you would like to give to the Board and the audience?

A. I will explain why I think that the Boston Electric Light Company were not in earnest when they petitioned the Board of Aldermen twice for a location for an electric plant. One of the petitions was for a location in the thickly settled portion of Roxbury, in the neighborhood of Bartlett street, near a church where they knew they couldn't get it, and there were plenty of places they could have got, if they wanted to, for a station for electric light and power, and which would have been appropriate for it.

Q. Are you aware that the counsel who appeared for the remonstrants at the last hearing before the Board of Aldermen on the petition of the Boston Electric Light Company for a location for a plant, made practically the same statement that you do now: that there were plenty of places that could be had, and that the petition was withdrawn with the statement that we relied upon the counsel to help us find a place. We have never yet received any assistance in that direction.

A. I don't know anything about what other people do.

Q. Well, can you give us any information on the point? You seem to be willing to give your thoughts on various subjects.

A. I know where a plant could have been put in, on a lot of land where there would have been no objection to it, and word was sent to the electric light company, and they wouldn't take it.

Q. You are in the real-estate business yourself?

A. Yes, sir; and I can show you lots to-day that there would be

no objection to, at half the price at which this other lot could be procured, which they could have; and the fact that they did not select any such lot shows that they did not mean to put in a plant.

Q. Did you ever present any of these lots to the Boston Electric Light Company?

A. Yes, sir.

Q. Through whom?

A. Through Mr. Hugh O'Brien, the former mayor of Boston. The place that they settled upon was in the neighborhood of these tenement houses on Bartlett street, back of the church. I knew the position of the government was such that they wouldn't be allowed to build their plant there.

Q. Well, why do you think it was not an honest application on their part?

A. Because they might have known that the city government would never have given them a location to put in a plant in that neighborhood. It was right near the church, and was in a thickly settled locality, and was not a proper neighborhood for an electric light plant to be placed in.

Q. Now, you complain of the absence of a sufficient number of street lights in Roxbury, don't you?

A. Yes, sir.

Q. Do you know whether the company itself has any control whatever over the number of lights to be burned in the streets of Roxbury?

A. I think not. I don't think the price, with the appropriation, would enable them to have more.

Q. Answer the question: do you know whether the company has any control over the number of lights to be burned in any particular part of the city?

A. The Board of Aldermen have the regulation of the street lights, I suppose.

Q. Do you know whether the company has any regulation or control over the number of lights burned in the different parts of the city?

A. Only this, that I suppose it is affected by the price. I suppose that the city can get more lights at forty cents than it could at sixty-five, and if you reduce the price of the lights it is equivalent to getting more lights.

Q. I will put the question in another way, — don't you know that the number of street lights to be burned in any section of the city lies entirely with the city government, and not at all with the company?

A. I understand that the number ordered by the city of Boston is based on the appropriation made by the city government.

Q. Don't you know that the number of lights to be burned in Roxbury, Dorchester, or any other section of the city, depends entirely upon the city government, and not upon the company?

A. The company votes to put them in.

Q. Are you capable of answering that question directly?

A. I will try to, if you make it plain.

Q. Have you given the best answer you can to the question?

A. I think you understand me.

Q. I don't ask you what I think about it, or what you think I think about it. I ask whether you knew a certain fact — do you or don't you?

A. I leave that to you to judge.

Q. That is the best answer you can make, is it?

A. Yes, sir.

Q. Have you any complaint to make about the character of the city lights in Roxbury?

A. Only in regard to the number, that is all.

Q. Do you know whether or not it would be an advantage or disadvantage to the company to have that number very materially increased?

A. No, I never ran an electric light company; but I know this: that if a less price is charged, the city can have a larger number of lights, and save money.

Mr. COLLINS. — I would like to ask you a question or two. I think you stated you never heard any opposition to increasing the number of poles out there and granting this petition except from stockholders in the Boston Electric Light Company?

A. I didn't speak about the poles. I spoke in regard to the lights that they wanted furnished.

Q. I understood Mr. Burrage to ask you if you had heard of any opposition to the granting of this petition, and you said you had not, except from stockholders.

A. I used the word stockholder — there was only one that I talked to.

Q. I was going to ask you if you know that any of these remonstrants are stockholders in the Boston Electric Light Company?

A. I only saw the petition that was sent to me, and I don't know.

Q. You didn't inquire about the remonstrants at all?

A. No, sir.

Mr. COLLINS. — Then I won't go into that matter much, if you have only talked with one man who was a stockholder. One man doesn't make much of a show in a hearing of this kind.

STATEMENT OF TIMOTHY SMITH.

Mr. Timothy Smith was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — Your full name?

A. Timothy Smith.

Q. What is your occupation?

A. Dry goods merchant.

Q. Are you familiar with the petition and order now before the Board?

A. Perfectly familiar with it.

Q. State what is your knowledge of public opinion in Roxbury in regard to the granting or refusal of the petition.

A. I think it is generally and almost wholly desired by the people of Roxbury, so far as I know, and I have the means of know-

ing from a great number of people whom I come in contact with every day.

Q. Have you any interest in the Suburban Light and Power Company?

A. Not at all.

Q. Were you a stockholder in the old Roxbury Electric Company?

A. I was.

Q. Have you ever made applications for lights that have not been granted?

A. Yes, sir ; I have.

Q. If so, please state how.

A. I made an application to the Boston Electric Light Company, not only for lights but for power, and the answer came, stating that at some period in the near future, not naming the time, they would be able, after they had a plant established, to give us what light and power we needed.

Q. Are you aware of any opposition in Roxbury to the granting of this petition?

A. None at all.

Q. Mr. BURDETT. — You were a witness, were you not, before the Gas Commission in the hearing in the Roxbury company's case?

A. I was, sir.

Q. Do I understand you to say, in substance, that the answer which has been given to you on your application for light is, that they were not prepared now and would not be prepared until they could get a location for a plant in Roxbury, to supply lights which were desired?

A. I don't think it was worded in that way.

Q. I misunderstood you, then ; I thought that is what you said. What did you say?

A. They said that when they had their plant established they would be able to supply the light and power needed.

Q. That is, when they got a Roxbury plant established, was it?

A. That is what I understood them.

Q. That then they would be able to supply you with all the lights that were wanted?

A. They so stated, but we have not seen anything of it yet.

Q. You have made no application to them within a year?

A. Yes, sir.

Q. How long ago?

A. I should say four months ago.

Q. To whom?

A. To the Boston Electric Light Company.

Q. Do you know the individual to whom you made the application?

A. No, sir. I have the letter in my desk at home, but I don't remember.

Q. But it was written — it was not an oral communication between you?

A. No, sir.

Q. How many lights was it that you wanted to use?

A. Something like seventy-five we need.

Q. Didn't you testify before the Gas Commissioners that your wants were confined to about twenty in the basement of your store?

A. That was in the basement; yes, sir.

Q. And didn't you also testify at the time that you made an application for twenty lights — I suppose you mean incandescent lights?

A. Yes, sir.

Q. At the time you made that application you did not take anybody else's with you — your application stood alone?

A. Yes, sir.

Q. Where is your store located?

A. 2277 Washington street — 2277 to 2281.

Q. You say now that you need about seventy-five lights in your store?

A. For both floors.

Q. But did you ever apply for more than twenty?

A. I didn't apply for any. I might have made that statement that that was the number of burners we had at that time in the basement,— we have more to-day.

Q. And you wanted those lights in the basement during the daytime and not in the night?

A. During the daytime as well as the night.

Q. So your application, as far as you know, stood alone, and your application was for twenty lights more in the basement during the daytime.

A. I hardly think that. I think it was made for power as well as for light.

Q. Do you know?

A. I know; yes, sir. I am sure. I was in need of both.

Q. Did you say anything about power before the Gas Commissioners?

A. I don't know whether I did or not. I wanted it, all the same.

Q. For how much power was your application?

A. Running the cash system and for a blower, which would be necessary to ventilate the basement.

Q. And the amount of power united to the lights that have been mentioned was what you desired to have them furnish?

A. Of course the two things would have to be separate.

Q. What do you mean by separate?

A. Separate dynamos for the two different purposes.

Mr. GASTON. — You made application for light and power?

A. Yes, sir.

Q. And for nearly a year you didn't hear anything from it?

A. No, sir.

Q. And didn't until you made a second application?

A. No, sir.

Mr. GOOCH. — Mr. Smith, in the first place you indorse this petition, do you?

A. Yes, sir, and wish to have it granted.

Q. Do you know what system it is intended to use?

A. I do not.

Q. You know nothing about it?

A. Nothing more than the statement I have seen in the papers.

Q. That is, that it is the Westinghouse system?

A. That is what I understand to be the case.

Q. Do you know anything about that system?

A. I do not.

Q. Anything about its danger or safety?

A. I do not. But I know the Roxbury people well enough to know that they will not put in anything dangerous or unsafe.

Q. What means do you think the Roxbury people have of knowing anything about that system; had they made any inquiries about it?

A. I don't know.

Q. None of the gentlemen who are interested in the company at the present time, as far as you know, are practical electric lighting men?

A. I am not certain that they are.

Q. Would you rather suppose that they are not?

A. I should think likely.

Q. You want power as well as light, do you?

A. Yes, sir.

Q. Do you know anything about the ability of the new company using this system to give you power?

A. I do not.

Q. You haven't inquired into that?

A. I have not.

Q. Do you know anything about the ability of these petitioners to give you light, if the petition was granted?

A. I suppose that is what they are organized for.

Q. But you have not inquired into the matter at all, don't know whether this system can give you power or light, but you are in favor of granting the petition, although you know nothing about it?

A. I know the gentlemen representing the petition would not come here unless they were satisfied that they could carry out their contract.

Q. You mean the Board of Directors of the company?

A. Yes, sir.

Q. So you are not here indorsing the system or indorsing the petition, but because you believe absolutely in Eugene Clapp and these other gentlemen; is that it?

A. I believe them to be responsible gentlemen.

Q. Therefore you don't care what kind of system they will put in; you would back up any kind of a petition that they might make to the Board of Aldermen?

A. Any reasonable demand that they might make, I should say it would be perfectly right for this Board to grant.

Q. But you know nothing further about it?

A. I know sufficient.

Mr. BURRAGE. — Mr. Smith, what is your understanding of the petition before this Board; what is it for?

A. For electric lights.

Q. Is it your understanding that it is for electric lights, or simply

for the granting of pole rights?

A. Electric lights I supposed it to be.

Mr. GASTON. — Do you know the executive of the city of Boston has enquired into this matter, and has awarded the contract to the petitioners?

A. I didn't know that fact.

Q. Does that assure you that there may be some grounds for believing that it is right and economical to grant this petition?

A. I believe it to be thoroughly so.

Mr. GOOCH. — You didn't know that when you came here, did you?

A. Yes, sir; I knew it long before I came here.

Q. You didn't state it to me.

A. You didn't ask the question.

Q. Do you know what inquiry the executive of the city has made into this system?

A. I don't, except what I have read in the papers.

STATEMENT OF WILLIAM A. ROOT.

Mr. Root was called by Mr. Burrage, and testified as follows: —

Q. Mr. BURRAGE. Your name?

A. William A. Root.

Q. What is your occupation?

A. I am in the building business.

Q. Where do you live?

A. Curran street, in the Highlands.

Q. Are you familiar with the locations asked for in this petition?

A. To a certain extent, yes, sir.

Q. State what is your knowledge of public opinion in the Roxbury district in regard to granting this petition.

A. I would state that I was one of the parties who circulated one of these petitions. I went simply to parties who pay taxes and own real estate there. The parties in the section that I canvassed made no objection whatever to signing the petition. I simply went to those who were tax-payers, and who had property that these poles which objection had been raised to would go in front of.

Q. Have you heard of any remonstrances in Roxbury against the granting of this petition?

A. Well, I have heard about it only from reading the daily papers, etc. I knew there were objections to it, as naturally there are to all corporations of this kind.

Mr. GOOCH. You circulated a petition?

A. I circulated one of the petitions.

Q. What did you say to the people you saw?

A. I handed them the petition, and asked them if they had any objection to signing it.

Q. Tell me what you said to them?

A. I said that there was a petition that the people of Roxbury were circulating for poles to be located in the Highlands by an

electric company of our own. I asked them if they had any objection to signing this petition. Some of them said they did not care to sign it that day, but preferred to look into the matter, and they did so. The petition that I circulated extended simply to the members of the master builders' associations who are tax-payers in Roxbury and vicinity. Those are the parties I canvassed among. I started out, I think, Wednesday morning, and I got the last signature Saturday. Some of them talked the matter over one day and some two days, and I did not have a refusal from any party whom I approached.

Q. Did you base your statement to these gentlemen on the ground that "we are the people"?

A. I based my statement to them on the ground that I was a resident tax-payer of Roxbury and the city of Boston; that we did not have lights enough to properly light our district, and that through lack of appropriation or something else, we could not get them. I asked them if they were willing to sign this petition to present to this body to-day, asking that this body would grant the power to this company to erect the poles asked for, and allow them to carry out the contract that had been made between them and the city of Boston.

Q. At whose request did you circulate the petition?

A. At the request of one of the directors of this company.

Q. Then you were circulating it not for the people of Roxbury, but for the Suburban company?

A. I sent to him and asked the privilege of taking one of those petitions and circulating it among my associate builders.

Q. But you did it at his request?

A. I did not.

Q. You have so stated before.

A. I have finished my explanation now.

Q. Did you explain to the gentlemen who signed the petition anything about the system to be used?

A. I did not.

Q. You simply stated to them that there were to be certain poles erected?

A. I did.

Q. Did you state to them anything in regard to the danger or safety of the system, or anything of that kind?

A. That point was raised by one party whose name is well known here, C. H. Capen. When I stated to him the object of this petition, he said to me, "Mr. Root, before I sign the petition, I want to look into it. This electrical problem is something that is perplexing us all." I said, "Very well, Mr. Capen, if before Saturday you conclude to sign this petition I will be glad to have you do so, and I will be here, but I don't wish to bore you in the matter." On Friday he came to me and said he had looked into the matter, and had convinced himself that it was desirable to sign it, and he did so.

Q. How many tax-payers in Roxbury did you get on the petition?

A. Perhaps forty.

Q. And he is the only man who made a statement of that kind to you?

A. No, Franklin Smith of the G. W. Smith Iron Company, who has a manufacturing establishment in Roxbury, was another one.

Q. Were there any other?

A. I don't know as I can bring any others to mind, just now.

Q. So, of the forty there were only two who considered the electrical part of the question, and the other thirty-eight had nothing to say in regard to the system that was proposed to be used?

A. They did not all sign at the time of presentation.

Q. Do you know whether they satisfied themselves in regard to the matter?

A. That is not my business. It was their business to find out, and not mine.

Q. You simply mentioned in regard to the poles?

A. I simply stated in regard to the poles.

Mr. BURDETT. — Mr. Root, if I understood you, in answer to Mr. Gooch, you represented to the people to whom you presented this petition that there were not lights enough in Roxbury?

A. I didn't represent any such thing. I simply asked them if they were in favor of asking the Board of Aldermen to grant locations to this new company for an electric light station and electric light poles in Roxbury, understanding that, with the present appropriation, at the reduced price per light, the natural consequence would be that we would have more lights.

Q. I may have misunderstood you, but I thought you said you presented to them the consideration that this petition meant more lights. If I am mistaken about that, I desire to be corrected.

A. Well, it meant that there would be more lights with the same appropriation, at the reduced price. If you divide up the same appropriation, at the reduced price, of course there would be more light.

Q. That the result of signing this petition would be more lights — that is the substance of it.

STATEMENT OF C. O. L. DILLAWAY.

Mr. Dillaway was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — You are president of the Mechanics National Bank?

A. I am.

Q. Where do you reside?

A. In Dorchester.

Q. What part of Dorchester?

A. King street, in the neighborhood of Ashmont.

Q. Are you in favor of the granting of this petition for pole rights in Roxbury and Dorchester?

A. I am.

Q. Have you heard of any remonstrance against this, in Dorchester, of your own knowledge?

A. I have not.

Q. Are you acquainted with the management of the Suburban Light and Power Company?

A. I am not.

Q. Do you know who the president is?

A. I do not.

O. Are you acquainted with Mr. Eugene H. Clapp?

A. I am.

Q. Then, if he were the president of that company, would you be of the opinion that any undertaking they entered into they would be able to carry out, within reason?

A. I judge, from my knowledge of Mr. Clapp, that he would associate himself with gentlemen who would be able to do it.

Q. Have you any idea that, as long as he was president of any company, he would consent to the adoption of any system of electricity that would be dangerous?

A. I think he would exercise all his power to procure a system that was as safe as possible.

Q. Have you heard any expression of opinion in your neighborhood in favor of this petition?

Mr. BURDETT. — Mr. Dillaway, Mr. Clapp is a director in your bank, is he not?

A. Yes, sir.

Q. One of your associates in business?

A. Yes, sir.

STATEMENT OF THOMAS W. BICKNELL.

Mr. Bicknell was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — Your full name?

A. Thomas W. Bicknell.

Q. Where do you reside?

A. In Dorchester.

Q. What is your occupation?

A. The port-electric business.

Q. Are you the editor of any paper published in Boston?

A. Yes, sir, I am the editor of the *Dorchester Beacon*.

Q. Will you state briefly whether or not you have heard any expression of opinion in your neighborhood in regard to the granting or refusing of this petition for pole rights?

A. I have heard opinions concerning it.

Q. Are you aware of any general remonstrance in Dorchester against this petition?

A. None; no, sir.

Q. Are you personally in favor of its being granted?

A. I am.

Q. Will you state briefly why you are in favor of it?

A. We are living in a section that has not been properly supplied with electric lights. We have done what we could to secure such lighting, but have failed, and we are anxious to have the demand for lights in that district fulfilled. We believe the company which now proposes to meet the requirement is abundantly capable of doing so, and ready to do so.

Q. Have you anything further to say in behalf of the petition?

A. I don't know that I have anything further to say, except that the people of our section are very anxious to have the demand met, and think that this company is competent to do it.

Mr. BURDETT. — Mr. Bicknell, you are a representative of that ward, are you not, in the Legislature?

A. Yes, sir; I am one of the representatives of Ward 24.

Q. Have you ever brought this matter to the attention of the Boston Electric Light Company in any way?

A. Yes, sir; indirectly I have. I have applied to an alderman for light for the district, but it has not been supplied.

Q. What Alderman?

A. Ex-alderman Eddy.

Q. Do you know whether he ever applied to the Boston Electric Light Company, and was told that if he got the orders through all right, that they would put in the lights?

A. No, sir.

Q. Has he ever told you that the Boston Electric Light Company always responded to every demand made for light in Dorchester after it had been favorably passed upon by the authorities?

A. No, sir. I may state further, in connection with the establishment of our port-electric system on the line of the New York and New England Railroad, I applied to the Boston Electric Light Company to supply us with power, and found that their prices were so high that we did not think best to patronize them.

Q. You applied for power, not for light?

A. Yes, sir; light also. We should have had both. We wanted both, but what we wanted first, and directly, was power, and we would subsequently want light. But we found that if we got a plant of our own we could secure power and light both for cheaper rates than if they were furnished by the company.

Q. Where did you want the lights and power?

A. On Warner avenue, south of Blue Hill avenue, between that and Harvard streets.

Q. In what portion of Dorchester is that?

A. Near Franklin Park, between Washington street and Franklin Park, near Harvard station, on the New York and New England Railroad.

Q. Now, I want to ask you, Mr. Bicknell, whether you are aware that at that time the Boston Electric Light Company's lines and poles ran out through Dorchester, with a very few city lights on the circuit, as far as Upham's Corner, beyond there to Glover's Corner and Meeting House Hill, to Mt. Bowdoin on the west, to Harrison Square and Field's Corner on the east, and to the old town of Dorchester on the south?

A. And to Blue Hill avenue.

Q. You are aware of that?

A. Yes, sir.

Q. That is to say, the Boston Electric Light Company already has distributed through Dorchester a very long line of electric wires, supplied with poles?

A. I knew they had lines there, but I didn't know how extensive

they were. What I can see from my own house is on Washington street and Blue Hill avenue.

Q. In what part of Dorchester do you reside?

A. Harvard street, near the Harvard street station.

Q. That is about half way between old Dorchester and Mt. Bowdoin, isn't it?

A. Speaking of old Dorchester, yes, sir; I think it is.

Q. Where the Town Hall is?

A. Yes, sir.

Q. And you, from your house near the Harvard street station, can see some of the lights of the Boston Electric Light Company?

A. Yes, sir.

Q. Are you aware that there is only one city light in the centre of old Dorchester, near the Town Hall, and one light beyond that?

A. I don't know how far they extend beyond that.

Q. Are you aware that there is only one city light at Meeting House Hill?

A. No, sir; I am not aware of that.

Q. And only one or two at Glover's Corner?

A. No, sir; I am not aware of the location of lights in Dorchester, except that there is one at the corner of Bowdoin street, and one at the corner of Melville avenue, I think.

Q. Are you or not aware of the fact, if it is a fact, that with this tremendous extension of lines and poles, the more lights that are put into that territory the more will be the net revenue derived by the company from the use of its apparatus?

A. I should suppose so; yes, sir.

Q. Are you also aware that if the demand in the Dorchester district were brought to the attention of the Boston Electric Light Company, they could loop wires, without any further extension of poles or wires, from the present construction to where the lights were needed, and do all the business that would be required in that section on their present lines?

A. Am I aware of that fact that they could?

Q. Yes, sir.

A. I should suppose they could; yes, sir.

Q. So if there was a demand in Dorchester brought to the attention of the Boston Electric Light Company, it not only could supply it promptly, but could supply it without further extension of its lines and wires.

A. The company told me that they could furnish the power and light we needed, but we found the expense was so great that we could furnish it much cheaper ourselves, so we have put in our own plant and run our own dynamos.

Q. That is to say, you could put in a plant of your own, and run it without poles?

A. No, sir; we have poles.

Q. How long a line of poles would you have to have?

A. About three quarters of a mile.

A. That would be the entire extent of the circuit?

Q. That would be the extent of the light circuit. The power

circuit is more important. The light is of little consequence in comparison with the power. The work we are doing now is merely preliminary.

Q. Where you wanted the power and light was beyond the present location of the company's poles and wires, was it not?

A. No, sir; It was near Blue Hill avenue; I think four or six hundred feet from the Blue Hill avenue line. It is on Warner avenue, which you can see here, perhaps, on the map.

Q. Here is Blue Hill avenue here (*pointing to map*), and here is the line of lights running from Mt. Bowdoin down to Dorchester. Are there any poles or any lights between Washington street, where that line appears on the map, and Blue Hill avenue?

A. No, sir.

Q. So, in order to furnish you with light in this particular location you mention, over towards Blue Hill avenue, the company would be obliged to set a special set of poles and run a special line of wire?

A. They went out there and made an estimate on it from Blue Hill avenue, starting from very near the station.

Q. Don't you know that the last light on Blue Hill avenue is at the junction of Washington street, before you come to Grove Hall?

A. There are lights, operated, I suppose, by the electric light company, below, on Blue Hill avenue.

Q. Can you tell how far down Blue Hill avenue the city lights now run?

A. There is an electric light very near the junction of Wales street and Blue Hill avenue. I don't know whose it is; I suppose it is run for the city of Boston, by the Boston Electric Light Company. I am so informed by ex-Alderman Eddy.

Q. Wales street is where?

A. Just below Warner avenue. It connects with that line where we asked them to make connection with our works, on the port-electric.

Q. How far is it from that light to your works?

A. About six hundred feet, I should think, — not over that.

Q. And your station is right near the Harvard street railroad station. Have you any complaint to make of the character of the street lights in Dorchester?

A. No, sir; I have none. I have no complaint in regard to that.

Mr. GOOCH. — Did I understand, Mr. Bicknell, that you wanted this for power?

A. Power primarily, and secondarily for light.

Q. What is the power for, — for what purpose?

A. For running our new port-electric railway.

Q. You mean an experimental or a practical line?

A. An experimental line.

Q. Do you know, if this petition is granted, anything about your ability to get power from this company?

A. No, sir; we don't care for it now, because we have put in our plant, and are provided.

Q. So that the necessity you wanted supplied is actually at an end?

A. Yes, sir ; so far as that goes, we have put in our plant, and are working it.

Q. So you don't know anything about the ability of these parties to furnish power?

A. No, sir ; except that I know they are good business men, and I think they are as well qualified to conduct that business as they are other business.

Mr. BURRAGE. — Mr. Bicknell, are you aware of any incandescent lights being furnished in the Dorchester district?

A. I inquired in regard to that, and I find that there are none.

Q. Are you aware that, by the reduction in price under the new contract made by the city, additional lights can be had with the same appropriation annually?

A. I am not aware of that, — I have no figures at all.

Q. Are you aware of the amounts of the bids which have been made by the Suburban Company and of the prices formerly charged by the Boston Electric Light Company?

A. Yes, sir ; I am.

Q. Then you are aware of the difference?

A. I am aware of the great difference.

Q. Do you know any reason why the Boston Electric Light Company could furnish a service more satisfactory to the citizens of Dorchester than the Suburban Company, or why the Suburban Company could furnish more satisfactory service to the citizens of Dorchester than the Boston Electric Light Company? That is to say, have you any preference as to which has the contract?

A. Other things being equal, it is not a matter of importance to us in Dorchester who furnishes our lights, provided they are satisfactory and that they are furnished at as small expense as possible. As I understand it, the city has made arrangements, through the proper officers, for securing, at less rates than they have been furnished for previously, electric lights for various portions of the city.

Q. In your opinion, would the large reduction in the cost of electric lights increase their use?

A. Oh, yes, indeed ; certainly.

Q. Supposing the cost to be reduced from sixty-five cents per light per night to forty cents per light per night : would that not be a great advantage to the people of the city and of your district?

A. I think it would more than double the value of the light to the city and to the citizens.

STATEMENT OF ROLAND WORTHINGTON.

Mr. Worthington was called by Mr. Burrage, and testified as follows : —

Mr. BURRAGE. — Mr. Worthington, where do you reside?

A. Hawthorn street, sir.

Q. In what part of the city?

A. Roxbury.

Q. Are you acquainted with the managers of the Suburban Light and Power Company?

A. I am acquainted with some of them ; quite a number of them

Q. Are you familiar with the petition that is now pending before this Board for pole rights in Roxbury and Dorchester?

A. I am only familiar with it so far as reading it is concerned.

Q. Are you in favor of granting that petition?

A. I am.

Q. Will you state, briefly, why you are in favor of them?

A. I think it will give us some advantages we are not getting now. Our expenses are very heavy, and we want them reduced now, and we want people out there who are interested in giving us some light. We have not had the interest taken in that subject that ought to have been taken for a considerable time.

Q. Then, do you know any reason why a better service could be obtained from the Suburban Light and Power Company than from the Boston Electric Light Company?

A. There are a great many advantages in having men out in the Highlands conducting this thing, because many of them personally live out there, know us, and have an interest in the place.

Q. Are you aware of any remonstrance or opposition to the granting of this right in Roxbury?

A. I haven't heard of any.

Mr. BURDETT. — Have you ever brought to the attention of the Boston Electric Light Company any demand for lights in that section?

A. No, I should hardly say I did.

The committee voted, on motion of Alderman Wilson, at 4.04 P. M., to take a recess of ten minutes.

Later on, the committee was called to order, and the hearing was resumed.

STATEMENT OF GEORGE L. BURT.

Mr. Burt was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — Your full name?

A. George L. Burt.

Q. Where do you reside?

A. In the part of the city called Mattapan.

Q. Are you familiar with the petition of the Suburban Light and Power Company for the erection of poles?

A. I am.

Q. Are you in favor of the granting of that petition?

A. I am.

Q. Are you aware of any remonstrance in that part of Dorchester against the petition?

A. Not any.

Q. Will you state any reasons you may have for the granting of that petition?

A. My reasons are, that we can get electric lights at a cheaper rate, can get more lights, and will stand a better chance of getting some light at our end of Boston.

Q. Have you any public street electric lighting in your district?

A. Not now.

Q. Have you ever had any?

A. Never had any.

Q. Are you aware of the general location of the poles in Dorchester?

A. I am.

Q. Have you any reason to suppose that the service would be any more satisfactory if performed by the Suburban Light and Power Company, which is composed entirely of citizens of Boston, than by a company entirely composed of residents of other cities?

A. I certainly think so. I think on the face of it that it would be more advantageous, because we would get better light and more light for the same money. I would like to say that two years ago I tried very hard to have a light in a square in Mattapan where five streets come in together. The Hyde Park Company ran very close to us, and we could have a light from them at a very reasonable rate. The Boston Electric Company objected, so we have been in the darkness ever since.

Q. How near are you to the Hyde Park line?

A. We are within sixty rods.

Q. Are there any lights in Hyde Park, near Mattapan?

A. There are.

Q. How near?

A. I should say within eighty rods. I don't think it is more than twenty rods over the line to a light.

Q. Have you anything further that you desire to state on this subject?

A. Nothing, except that I hope the petition will be granted, so that we can get some light.

Mr. BURDETT.—Mr. Burt, how far is the Mattapan station, which is the point you refer to, I suppose, from City Hall?

A. Seven miles. The mile-stone on Blue Hill Avenue is about ten rods over the river into Milton.

Q. Did you ever make an application to the Boston Electric Light Company to put a light there?

A. We made an application through our alderman.

Q. What alderman?

A. Alderman Eddy.

Q. So you never made an application of any kind to the Boston Electric Light Company, except through him?

A. No, sir.

Q. Do you know how far it is from Mattapan to the last city light on Blue Hill avenue?

A. About two miles and a third, or about two and a half miles.

Q. That is down to Glen Road, or thereabouts?

A. Down to Wales street.

Q. You are aware, are you not, that the Boston Electric Light Company has been gradually working out in that direction?

A. Yes, sir.

Q. Less than a year ago the last electric light was this side of Grove Hall?

A. Yes, sir.

Q. Now the lights have got down to Schuyler, Wales, and Seaver streets, and follow along the entire length of the eastern side of Franklin Park?

A. I don't know how far they have got along,—I thought Wales street was the last light.

Q. That is next to the last street on the easterly side of Franklin Park?

A. Yes, sir.

Q. So if that is the last light now, and the last light a year ago was this side of Grove Hall, the company has progressed, this last year, from the corner of Washington street and Blue Hill avenue to the corner of Wales street and Blue Hill avenue?

A. Yes, sir; but I would say that another point is, that if we get the lights cheaper, we will get more lights.

Q. That would be the case if any company should furnish them cheaper than they are furnished now, wouldn't it?

A. Certainly.

STATEMENT OF EX-ALDERMAN OTIS EDDY.

Ex-Alderman EDDY was called by Mr. Burrage, and testified as follows:—

Mr. BURRAGE. — Mr. Eddy, where do you reside?

A. Ashmont.

Q. In Dorchester?

A. Yes, sir.

Q. Are you aware of the petition which is now pending before the Board for pole rights?

A. I am.

Q. Are you in favor of the granting of that petition?

A. Well, I haven't signed that petition. I merely appear here, representing, as I think, a great many citizens who desire electric lights. I am not in favor of any one company, but am merely here to express my opinion that I believe the citizens of Ward 24 desire electric lights.

Q. Have you heard any expression of opinion in favor of granting this petition by the citizens of your district?

A. Yes, sir, I think I have.

Q. Are you aware of any general remonstrance or opposition to its being granted?

A. I have heard none.

Q. Are you aware that the reduction in price which has been made from sixty-five cents per light per night to less than forty cents would enable the people of your district to have a larger number of electric lights, with the same appropriation?

Mr. BURDETT.—Doesn't that go without saying, as a matter of course, that you can get more lights at forty cents than if you have to pay more money for them?

Mr. BURRAGE. — I will take care of that, Mr. Burdett. Your time will come next.

Mr. BURDETT. — I don't see how it is worth while to spend time on that.

Mr. BURRAGE. — Have you anything further to state?

A. I desire to make an explanation which it is right that I should make at this time. Mr. Burt has stated that he applied to

me for electric light in Mattapan, and that the Electric Light Company had objected. I want to say that I don't think I made any such statement. If I understand the case aright, it was the Gas Commissioners and not the Electric Light Company that objected to a foreign company coming into the territory of another company. I only wish to make that statement because I think it is due to the Boston Electric Light Company. It was the fault of the Gas Commissioners, and not of the Electric Light Company.

Mr. BURDETT.—Mr. Eddy, you have no electric lights in Ashmont, as yet, have you?

A. We have not; no, sir.

Q. But the lights have progressed towards Ashmont as far as the old Town Hall in Dorchester, and a little beyond, have they not?

A. They have; yes, sir.

Q. And they have progressed on Dorchester avenue, to and beyond Field's Corner?

A. Yes, sir.

Q. Whether or not the city lights in Dorchester are very widely scattered from each other?

A. They are.

Q. And whether or not the Boston Electric Light Company has not erected a great many poles, and run a great many miles of wire, at a large expense, having but comparatively few lights to operate from them?

A. Yes, sir; very few.

Q. Can you state in general terms how long any particular circuit in Roxbury or Dorchester is, and how many lights there are?

A. I don't think I can, Mr. Burdett. I think there are somewhere in the vicinity of thirty electric lights, but so far as length of circuit is concerned, I don't think I would be able to figure that.

Q. But you do know, as a matter of fact, as I have already stated, that the lights are very wide apart?

A. I am aware of that fact.

A. And whether or not many new lights could not be put in between the present lights, without increasing the pole lines or increasing the wires, except by looping on the present circuit?

A. Exactly.

Q. How long were you an alderman of the city of Boston?

A. For two years.

Q. During that time what can you say, if anything, as to the willingness of the Boston Electric Light Company to respond to any demand for public street lights in Dorchester, that was made upon it?

A. They have always been willing to grant any request, so far as in their power lay.

Q. Have you found any unwillingness on their part at any time to extending their wires even to a point where the lights to be run from them could not be made to be commercially self-supporting?

A. I have not.

Q. Whether or not you know or have any opinion as to whether the present lines in Dorchester, taken as they stand, with the limited

number of lights upon them, can be made a source of any considerable revenue or profit to the company?

A. I should say not.

Q. Your judgment, then, is, that the Boston Electric Light Company has responded to the demands of the people of Dorchester, or their representatives, to such an extent that it has cost them more for poles and wires than the lamps will pay them?

A. I should say so.

Q. But that, if the number of street lights was increased on the same circuits, as could be well done, and if the people of Dorchester would make known a demand for lights, which could be run off the same circuit, they would do a much larger business, with a comparatively small extra expenditure?

A. Yes, sir; I take it that the situation is this, if you will allow me, and I say it with perfect fairness and plainness: that the Boston Electric Light Company has always done everything that has been asked for that is reasonable. I think the trouble has been in the smallness of the appropriation. I have nothing further to say.

Mr. GASTON. — Mr. Eddy, don't you consider the price that the Boston Electric Light Company has been charging a very high price?

A. It seems so, on the whole; yes, sir.

Q. Are you or are you not convinced that electric light and power can be furnished at a much less rate?

A. It appears to me so; yes, sir.

Q. Then, don't you regard their charges as exorbitant?

A. I do.

STATEMENT OF HENRY G. ALLBRIGHT.

Mr. Allbright was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — Your full name?

A. Henry G. Allbright.

Q. Where do you reside?

A. 24 Virginia street, Upham's Corner.

Q. Are you familiar with this petition?

A. Yes; I may say yes.

Q. Are you in favor of the granting of this petition?

A. Yes, sir.

Q. Will you state your reason?

A. I am the proprietor of Winthrop Hall, Upham's Corner, and a public building has to be lighted for the use of the public. One of the first demands for a large hall is for electric lights. I applied to the old electric light company, and it was some time before I got the light. It was not satisfactory, and the next year we tried something else. This last year, within a few months, I went to the office on State street, and made application for more lights. It seemed to be the trouble all the time that I couldn't get all the light I wanted. I not only wanted light in one part of the building, but I wanted it in other parts of the building. It is a building that is occupied every night of the year, except Saturdays and Sundays. They promised me more lights, and that is as far as they have got.

Q. What kind of lights do you use?

A. Incandescent lights — that is, large incandescent lights — I think they call them sixty-five candle-power, or something like that.

Q. Are they incandescent lights off the arc-light circuit?

A. They are incandescent lights taken from the street, whatever that circuit may be — from the same circuit that supplies the street light. The same wire that supplies the light at Upham's Corner supplies my building.

Q. Are you aware that that is the most dangerous system of electric lighting that exists?

A. No, sir.

Q. Have you heard any remonstrances in your district against the granting of this petition?

A. I have not; no, sir.

Q. Are you of the opinion that the people of your district are generally in favor of its being granted?

A. I am.

Mr. BURDETT. — Have you been referring to Winthrop Hall, Upham's Corner?

A. Yes, sir.

Q. Is not Winthrop Hall in the same building with Albright's provision store?

A. Yes, sir; I am Albright.

Q. You have lights in your store?

A. Not electric lights; no, sir. I tried to get them. I haven't been able to get lights except for my large hall, Winthrop Hall.

Q. Has Mr. Upham got lights in his place?

A. I don't know, sir.

Q. You said you hadn't lights?

A. I have no lights in the store.

Q. I had the impression that you had, from personal observation.

A. I have lights in the hall.

Q. What kind?

A. I call them incandescent.

Q. Well, I thought there were some incandescent lights in that building?

A. Why, certainly; I have lights upstairs, in Winthrop Hall. I have to burn gas in the store, because I cannot get the electric lights.

Q. Do you know why?

A. I have been to the company a number of times, and I have always paid all my bills as they have come to me, so far, so I don't know what the reason is why I don't get the lights.

Q. And yet, you have got lights on the second floor?

A. Yes, sir.

Q. And you cannot get them on the first and third floors?

A. I have tried to get them, and why they have not been given to me, I don't know. I have made no quarrel on price. I have paid whatever price they asked, and a pretty high price I call it, too, but I have made no quarrel.

Q. You think they make a profit on the lights they give to you?

A. They ought to.

Q. And you think they would make more profit if they gave lights to you on the other floors?

A. That is it, exactly. I talked with them about it, and said I didn't see why they couldn't light the whole building, and make more money on it, as long as they were lighting part of the building.

Mr. BURDETT.—I don't know why they couldn't, either, and that is why I have asked.

Mr. COLLINS. — Mr. Allbright, do you know Mr. George P. Brooks, in that neighborhood?

A. The apothecary?

Q. Yes, sir.

A. Yes, sir.

Q. He is right opposite your store?

A. Yes, sir; diagonally opposite.

Q. Directly fronting the square at Upham's Corner?

A. Yes, sir.

Q. Were you aware that he signed this remonstrance?

A. No.

Q. Do you know Henry Steeyer, of 778 Dudley street?

A. No, sir.

Q. Do you know the Dorchester Express Company?

A. I know the men there; yes, sir.

Q. That does the express business of Dorchester, doesn't it, entirely?

A. No, sir.

Q. What other companies do it?

A. Well, quite a number of them.

Q. Do you know any express company that has one or more offices, except the Dorchester Express Company, that does a general express business in that district?

A. Yes.

Q. What one?

A. The Rockwell Brothers.

Q. Where?

A. Right next to me.

Q. Do you know T. H. Bird, 775 Dudley street?

A. Yes, sir.

Q. Did you know he was one of the remonstrants?

A. No.

Q. Do you know J. J. Byrne, 776 Dudley street?

A. Yes, sir.

Q. Did you know he was a remonstrant?

A. No, sir.

Q. Passing some others, do you know Dr. E. R. Luce, 730 Dudley street?

A. No, sir.

Q. That is in your neighborhood, isn't it?

A. Yes, sir.

Q. Do you know George F. Ingalls?

A. No, sir.

Q. In other words, some of your people out there you don't know; and of those whom you do know, you did not know that any of them had signed any of the remonstrances?

A. I might know some of those names by the names, but I don't know the gentlemen individually.

Q. You didn't look around for remonstrants, did you, before you came here?

A. No, sir.

STATEMENT OF PROF. HENRY MORTON.

Professor Morton was called by Mr. Burrage, and testified as follows: —

Mr. BURRAGE. — What position do you hold at the present time?

A. President of Stevens Institute of Technology, Hoboken N. J.

Q. State what other positions you occupy, if any.

A. I am a member of various societies.

Q. Name some of them?

A. The National Academy, the American Philosophical Society, the American Chemical Society, and others of that sort. I was formerly a member of the Light-house Board.

Q. Have you any connection at the present time with the New York Board of Underwriters?

A. I may reply, that in matters connected with electrical and other subjects, I am in their employ.

Q. To act as their consulting electrician?

A. Yes, sir; in all matters of that sort, in connection with the rules that they get up, the requirements, what they will admit, what they consider safe, what they consider dangerous.

Q. Are you frequently called on by them as an expert?

A. Very frequently.

Q. Have you been frequently called on as an expert in electrical contests?

A. Very frequently.

Q. Can you name some of the companies who have called upon you as such an expert?

A. I believe almost every one of the principal electrical companies.

Q. Name two or three of them?

A. The Edison Company, the Brush Company, the United States Company, the Westinghouse Company, are among them. I have also been called upon by the Western Union Company. I have acted for all of them.

Q. Have you ever been called as an expert or acted as an expert for the Westinghouse Electric Company?

A. I have.

Q. And for the Thomson-Houston Electric Company?

A. I have.

Q. Within a recent time?

A. Within the last two years.

Q. Have you any official connection with the New York Board of Life Insurance?

A. Not an official connection, but one of the insurance companies which insures companies against loss through their employees — I have forgotten the title of the company, but it is an English and American Company— have asked me to act for them in giving advice as to matters involving such questions which may come before them.

Q. Have you, directly or indirectly, any interest in any electric company?

A. None whatever.

Q. At whose request did you come here to-day?

A. At Mr. Westinghouse's request.

Q. Has it been stated to you that a contract has been made between the Suburban Light and Power Company, of Boston, and the Westinghouse Electrical Manufacturing Company, of Pittsburg, for the supply of apparatus for a plant for carrying out the contract between the Suburban Light and Power Company and the city of Boston?

A. I have heard that statement.

Q. Have you heard it stated that it is proposed by the Suburban Light and Power Company to use that system for carrying out its contract?

A. I have.

Q. Is that what is termed the alternating system?

A. It is.

Q. Are you familiar with the electrical working of the alternating system?

A. I am. I have in connection with the institute a plant capable of running six hundred and fifty lights. I have made numerous experiments with it, and have also experimented with other plants made by other companies.

Q. For how long a time have you conducted experiments with the alternating system?

A. During the last three or four years; ever since it first came into notice.

Q. Have you also, during that time, made experiments with the direct system, so called?

A. Yes, sir; numberless experiments.

Q. You are generally familiar with the different systems of arc and incandescent electric lighting?

A. I am.

Q. Will you state what systems are in general use in New York City for the public electric-light service?

A. For the arc lighting?

Q. Yes, sir.

A. The Brush and the United States are the principal ones, but a great many other systems are used to a small extent. Those two, however, cover the principal ground in arc lighting at the present time.

Q. Will you state what systems of incandescent lighting are generally in use in New York City?

A. The Edison, the United States, and the Westinghouse.

Q. Do you know about what proportion of incandescent lights in New York City are run by the Edison system and what proportion by the Westinghouse system?

A. Only by information. My information is, that the larger number, considerably, are run by the Westinghouse system?

Q. That is, by the alternating current?

A. Yes, sir.

Q. Do you know of any large places that are supplied entirely by that alternating Westinghouse system — any large commercial houses?

A. I cannot say that I recollect any at this moment.

Q. Are you familiar with the arc light alternating system which, it is stated, is proposed to be used by the Suburban Light and Power Company?

A. I am.

Q. Is it in its current substantially the same as the alternating incandescent?

A. Substantially, I think.

Q. Is use made in both systems of what is called a converter?

A. It is.

Q. Are you familiar with the construction of alternating converters?

A. I am. I have seen them, have taken them apart, examined them, and experimented with them.

Q. Are you familiar with the Westinghouse converter?

A. I am, thoroughly. I had a number of them at the institute, with which I made experiments.

Q. Are they in actual use there?

A. Whenever we want them for experimental purposes, but not to run every day and every night.

Q. Will you state what is the difference between the alternating system, so far as the current is concerned, and the direct arc light system?

A. In the arc light system, with the direct current, the same current, with its full electro-motive force, passes along the main wire, which runs to every lamp, and therefore, if a person touched the wire, or came in contact with the lamp, they would be exposed to the full force of the current, if there was a ground connection, or if the current could pass through his body to the ground. In the case of arc lights run by the alternating system, the current of high electro-motive force never comes near the lamp, or inside the building; but the electricity is communicated to the lamp by means of the converter outside the building, in such a way as not to be dangerous, even if a person should come in contact with it, at the lamp itself.

Q. Will you state the average electro-motive force in the direct arc-light system, as in general use?

A. About two thousand to two thousand five hundred volts. Of course it varies.

Q. And what is the number of volts used upon the ordinary alternating system, such as we have here in this room?

A. On the primary wire?

Q. Yes, sir.

A. About one thousand volts.

Q. What is the number of volts used upon the secondary wire, or the wire that goes to the lamp itself?

A. About fifty.

Q. Is that a less or greater voltage than is used upon the ordinary direct incandescent system, at the lamp?

A. About half—it is usually one hundred volts.

Q. About one half?

A. Yes, sir; one hundred to one hundred and ten volts is what is usually employed in the direct system, and fifty in the alternating.

Q. Is the number of volts used upon the arc light lamps of the alternating system the same that is used for the incandescent lamps in the same system?

A. It would be; yes, sir.

Q. That is, fifty volts?

A. Yes, sir; fifty volts is abundant to run an arc light, at full power.

Q. Are you aware of the number of lamps that may be run with two thousand volts, upon a direct arc-light system?

A. About forty.

Q. Each lamp takes fifty volts?

A. Yes, sir; allowing a little for the connecting wire.

Q. Then, if you have fifty lights upon a direct arc-light circuit, you have a voltage of two thousand five hundred?

A. Not necessarily two thousand five hundred unless they are scattered, but when you have to encounter the resistance of wires on a long line it might be two thousand five hundred. But if the voltage is two thousand five hundred you should certainly be able to run fifty lights with it.

Q. With the alternating arc-light system, with a voltage of fifty at the lamp, how many lamps could be put upon one circuit of one thousand volts?

A. Probably two hundred, two hundred and fifty, or something like that.

Q. Then, upon one wire with less than one half the voltage, you could have four or five times the number of lamps with the alternating system that you could have with the direct system?

A. Yes, sir. The voltage you now speak of on the secondary wire is, of course, the voltage at the lamp, not on the main conductor. The voltage of the main conductor, or primary wire, would be one thousand, but it would be fifty at the lamp.

Q. Then, upon an ordinary alternating circuit of one thousand volts, such as supply incandescent lights to New York City, you may have two hundred and fifty arc lamps. Is it not, therefore, a fact that, with the same number of wires, you can have a much larger number of lamps upon your circuit with the alternating system than with the direct system?

A. Undoubtedly.

Q. Then the introduction of the alternating arc-light system does not mean a multiplication of wires?

A. On the contrary, it means a reduction of the number of wires.

Q. Now, will you state exactly what is the purpose of the converter which is used in the alternating system?

A. It is to convert a current of high pressure and relatively small quantity into a current of low pressure and relatively large quantity. It converts, as it were, a dangerous current, if brought into contact with the body, into a safe current.

Q. Then, in your opinion as an electrical expert, is the secondary current — that is, the current upon the wires that go to the lamp — a safe one?

A. Perfectly safe.

Q. So far as regards fire and the danger to life?

A. Perfectly safe as regards human life, and relatively very safe as regards fire — much safer than the direct current as regards fire.

Q. Are you familiar with the accidents that have taken place in New York City from electric wires within recent times?

Q. Only through the newspapers — I have never investigated any of them.

Q. Do you know how many of these converters of the Westinghouse pattern are in use in this country?

A. I do not know. I have heard that there was an immense number of them, but I have forgotten what it was at present.

Q. Then, if you saw a statement in the *New York World* of a week ago, that with the twenty thousand converters of the Westinghouse pattern supplying three hundred thousand incandescent lights for two hundred electric light plants, there never had been an accident whereby the primary current upon the main circuit had passed upon the secondary wire, would you believe that statement?

A. I should, because I have tried to cause that to happen, by every means in my power, and have never succeeded in doing it.

Q. Will you state what experiments you have made in that line?

A. I have made the experiment of taking the converters, and short-circuiting them, treating them in every way I could with a powerful current, considerably over a thousand volts on the main circuit. I have done everything I could to destroy the converter or rupture it, and have never succeeded in doing it.

Q. That is, with the Westinghouse converter?

A. Yes, sir.

Q. Have you ever succeeded in doing that with the converter of any other system?

A. I have never tried it in the same way with others converters, because I have seen and heard of so many that were punctured that I didn't think it was worth while to get one and try. There was no doubt about it. I had heard enough about them to convince me that they could be perforated.

Q. You mean to say that you have frequently heard of such instances in the case of converters of other systems?

A. Yes, sir.

Q. But you never heard of one with a Westinghouse converter?

A. Never.

Q. Have the New York Board of Fire Underwriters any set of rules for the regulation of the electric current?

A. They have quite an elaborate set of rules.

Q. Do those rules admit of the passage of the alternating current into any building?

A. They do not, except under special precautions.

Q. What are those precautions?

A. Such as would prevent the possibility of the contact of any person with the wires?

Q. That is, with the primary wires?

A. Yes, sir.

Q. And where do those rules require that the converters should be placed?

A. Outside of the building as a rule; and if brought inside, the primary wires must be laid through iron tubes covered with wooden cases, and then only subject to special inspection. But the secondary wires of the converter system are treated just like the wires of low potential of the direct system.

Q. Are you aware of any fires having occurred in New York City through the secondary wires in the interior of buildings upon the Westinghouse system?

A. Never.

Q. Do you know how many of those lamps are in use in New York City, upon that Westinghouse converter alternating system?

A. Many thousands; I don't know the number.

Q. Is it a fact that the New York Board of Fire Underwriters have substantially the same rules for the regulation of the alternating current in any building that they have for the direct current?

A. They have.

Q. Will you state what is your opinion in regard to the relative danger from fire in the direct system and the alternating system, within buildings?

A. I think the danger from fire is a little greater with the direct system in every case, and sometimes very much greater with the direct system arranged in the way that the Edison system is arranged, with very large conductors, which are netted together with cross connections, by which it is possible, if a short circuit occurs in a building, that the entire power of the central station shall go into that building, resulting in the generation of an intense amount of heat. I have seen pipes taken out of the street where the whole iron casing of the pipe was destroyed and the stone round it partly fused by a cross-circuit occurring in that way. That might happen within a building, and, as a matter of fact, I have seen reports of several accidents by fire caused by this Edison system where it enters the basement of buildings. On the other hand, with the converter system, with properly constructed converters placed outside the buildings, if a cross-circuit occurs in the building, all the current that can possibly do any damage is the current that the converter is capable of generating before the safety fuse will be affected, which is a very small amount. Consequently, the risk is very much greater in the direct system than

in the alternating system, in that regard. Comparing it with the system of arc lighting, there is not so much difference; but there, also, I would say that the arc produced by a direct system can be very extended. For instance, if the two wires are touched together, and then separated (with the direct system), and drawn apart for several inches, when there is a powerful current the flame will still be maintained, and be more intense really, and more liable to set fires. On the other hand, with the alternating system a very slight separation of the wires causes a rupture of the arc and stops the circuit immediately. So in that respect there is very much more danger of fire with the arc system than with the other.

Q. Is it a matter of common knowledge in New York, that many fires have occurred from the so-called Edison low-tension system?

A. I think that is a matter of common knowledge, which can be shown by the records of the fire department.

Q. Is it a matter of fact that no fire has occurred from a Westinghouse secondary wire in a building?

A. I have never seen any statement to that effect — that any fire has occurred from such a wire.

Q. Are you familiar with the lamp that is used on this arc-light alternating Westinghouse system?

Q. I am not familiar with it in the sense of having used it, as it is a very late development, but I am very familiar with its principle and form. It is an old lamp slightly modified in form. I was very familiar with the old lamp, having experimented with it when Mr. Wallace brought it out some eight or ten years ago.

Q. Then you are entirely familiar with that lamp, which is now used in a modified form?

A. Entirely so.

Q. Is there any reason why the current used for arc lighting, by the alternating system, in this way, should be any more dangerous than that used for incandescent lamps, by the alternating system?

A. None whatever.

Q. The voltage being the same in each case?

A. Yes, sir.

Q. Is there any reason why an arc-light lamp in this alternating Westinghouse system is safer for a man to handle than an arc lamp upon the direct system?

A. It is distinctly safer.

Q. Will you state what the reason is?

A. Because neither the lamp nor its connections, until you get back to the converter or transformer outside the building — or, if in the building, in a perfectly inaccessible place — are in the slightest degree dangerous to touch. A person may receive a little tingling shock, but he could not be hurt by touching the lamp or its connections, and there would be no necessity for insulating the lamp; whereas, with the arc current on the direct circuit, as I have explained, the entire electro-motive force is available at the lamp; and unless the lamp is insulated, a person who touches an uninsulated part of the lamp may receive a fatal shock.

Q. In your opinion, as an electrical expert, is it entirely safe for

linemen or trimmers to handle the arc lamp upon a Westinghouse alternating system while the current is on?

A. Perfectly safe.

Q. Is there, in your opinion, any danger of a lineman or a trimmer receiving a shock while handling a direct arc-light lamp, such as is in ordinary use?

A. Extreme danger, unless the current is shut off, from faulty construction.

Q. Is there any reason why there should be any difference in current in the alternating arc-light system, such as I have mentioned, and the alternating system for incandescent service?

A. The arc light, as you have referred to it—the alternating Westinghouse arc light—has just the same current as the incandescent light run by the same system.

Q. Is there any reason why the alternating Westinghouse arc-light system is any better for underground service than the ordinary direct arc-light system?

A. A very great reason. In the ordinary arc-light system it has been frequently pointed out, that no matter how safe you made the wires while they were under ground, when you came to use them you couldn't have the lights under ground, and when you brought the wires up to the lamps of course the danger was just as bad as it would be if the wires were overhead. A man handling a lamp-post, or anything about it, would be just as much exposed to danger. With the new Westinghouse alternating arc system, with the converter placed underground, the only current that would come from underground would be the harmless, fifty-volt potential current, which cannot hurt anybody.

Q. Are you aware of the use of meters upon a direct arc-light system?

A. No, sir; I never heard of them in connection with a direct arc-light system.

Q. Upon the Westinghouse alternating arc-light system, is the use of meters possible?

A. Perfectly.

Q. Then is it possible, with the use of this system, for a customer to measure exactly, and to use as much or as little electricity as he desires?

A. Precisely.

Q. Are you familiar with the use of the meter in the alternating incandescent system?

A. I am. I have one of them, and have experimented with it, to test it.

Q. Are those meters in general use in New York City?

A. They are very generally in use.

Q. So far as you are aware, do they give general satisfaction?

A. I have heard no complaint about them.

Q. You are familiar with them?

A. I am familiar with them, and my experiments show me that they are substantially accurate and reliable.

Q. You have heard the testimony here, and the questions which have been propounded to-day?

A. I have.

Q. The counsel for the remonstrants assume that this petition contemplates the introduction of a more dangerous system than is at present used. Will you state whether that assumption is founded in fact?

A. No; I see no foundation at all for such an assumption.

Q. Are you willing to testify, as an electrical expert, that the use of this arc-light Westinghouse alternating system is safer for public street lighting than the ordinary direct arc-light system?

A. When properly constructed and put up, it is undoubtedly safer.

Q. Will you give your reasons for that in detail, again?

A. I have, in part, expressed them already. As I have said, if we are to have underground systems, with the Westinghouse system, there will be no dangerous current above ground. Therefore, if, in a place where there is danger of encountering a dangerous current, and it is necessary to go underground, the liability to accidents from an underground Westinghouse system is extremely small. In the other system, the current, if it is of the high potential, as it always is in the ordinary direct arc systems, when brought above ground to be used for light, has all its danger attached to it, and, of course, in handling and approaching the lamp is where the danger is likely to be encountered. You are always apt to encounter a dangerous current, with the direct system, from handling or coming in contact with the lamp.

Mr. BURDETT. — Prof. Morton, I am not particularly interested in this question of the difference of the systems, so far as my clients are concerned, but I desire to see if I have understood one or two of your statements. Did you say you considered the present continuous arc current more dangerous than the alternating arc current?

A. Not in those words; but I said I considered it more dangerous in reference to its use on arc lamps. That is to say, the primary current in either case is equally dangerous. A man who would be killed by the one would be killed by the other, if he came in contact with it on the primary wire. But in the case of the alternating or converting current that primary wire never comes into the building or near the lamps, and therefore there is no danger to the consumer, or to anybody else who is where he ought to be.

Q. That is, there never is, barring accident, you mean?

A. Well, it never has been known to do it at all, and there is no question that it could happen with properly constructed converters.

Q. Then, if I understand you rightly, your testimony on that point is this: that so far as the currents on the main wires are concerned, whether laid underground or strung on poles overhead, the danger is no greater or less in one case than in the other?

A. That is my position.

Q. But when the alternating current is divided by the converter —

A. Transformed.

Q. Wouldn't divided be the proper term?

A. No, transformed.

Q. And enters the lamp, that portion of the current is less dangerous than the portion which comes to the lamp from a continuous circuit?

A. Yes, sir.

Q. Speaking of the danger of the arc-light current, doesn't that, in general terms, decrease as the distance from the dynamo increases?

A. That depends, entirely.

Q. Let us take an illustration, which will be a plain one. Suppose you have a dynamo giving a continuous arc current to a line of fifty lamps, would it or not make any difference in the result to your physical organization whether you took hold of the two wires between the first and second light or between the forty-ninth and fiftieth light?

A. If I understand you right, if I span one light in either case, it would practically make no difference at all.

Q. Let us make it perfectly clear; you have a wire running out of the station, and back into it again in another direction?

A. Yes, sir.

Q. The wires are close enough together through their whole length to enable you to take hold of both wires at the same time?

A. That is a different statement from your previous one.

Q. Now, on this line, we will say, are constructed fifty lights, twenty-five on the outgoing branch and twenty-five on the incoming branch.

A. Yes, sir.

Q. The current passes through every light, doesn't it?

A. Yes, sir.

Q. And overcomes the resistance of every light?

A. Yes, sir.

Q. Now, suppose you take hold of both wires between lights 1 and 2 on the outgoing circuit, and between lights 48 and 49 on the incoming circuit, wouldn't the effect on your system be much more disastrous in that case than if you took hold of the wires at the extreme end away from the dynamo?

A. Undoubtedly. You would then have a current of two parts — one through a high resistance of fifty lamps and the other through your body. In the one case the current would pass through your body after having the resistance of but one lamp, and in the other case it would pass through your body after having encountered the resistance of a number of lamps.

Q. That is to say, the resistance offered by the circuit itself is very much greater when you get to the extreme end of the line?

A. Yes. In other words, in one case you get the whole of it, and in the other you only get a part of it. The resistance is in proportion to the length of the line.

Q. Let us take the same state of facts as applied to an alternating arc current — and, understand me, I have no prejudice in the matter, but simply want to get at some information. Assume that you try that same experiment with the alternating current, would there be any substantial difference in results?

A. Yes, supposing, of course, that a man could be killed more

than once. If you should substitute a new man for your second experiment, you would find that the man who took the current near the dynamo would receive a fatal shock, and the shock to the one on the other end would be equally fatal with the alternating current; that is, the electro-motive force would be nearly equal in each case, with the difference that you might lose ten per cent in the whole length of the wire.

Q. So, with that state of things, the alternating current would be more dangerous than the continuous?

A. Yes, sir.

Q. A fireman, attending a fire, might come in contact with both branches of the circuit, with a continuous current, or only one branch and a good ground, at the extreme distance from the dynamo, and might not be hurt; while, if the fireman did the same thing under the same circumstances, with an alternating current, he would be hurt just as badly as if he were near the dynamo?

A. It might be so.

Q. So that in that respect the continuous current might be better than the other?

A. I would not say that; I should only say that the danger of one was more uniform than that of the other. In the one case there would sometimes be a hope of safety by accident. A man might be saved occasionally by a happy accident in the one case, and in the other case he would not have that happy accident to depend on. The practical result would be that a man who was accidentally saved would probably risk it again, and get killed the next time.

Q. I was not asking what the probable result would be, but what the actual effect would be in those two cases?

A. Yes, sir; you are correct in the statement you have made.

Q. Let us understand what an alternating current is — whether or not it is not a current of electricity, the flow of which, through a wire, is very frequently interrupted, so that it flows in one direction, say, with an electro-motive force of one thousand or two thousand volts, and instantly changes and flows with the same electro-motive force in another direction, and that change takes place as many as one hundred times a second or thereabouts?

A. In that sense that is correct.

Q. In what sense is it incorrect?

A. It depends on what you mean by one thousand or two thousand volts. Speaking of the alternating current, if you have an impulse in one direction equal to five hundred volts and an impulse in the opposite direction equivalent to five hundred volts, that makes the sum of one thousand volts.

Q. Isn't the difference of potential of the current flowing in one direction and then in the other, just double that — isn't it two thousand volts, and not one thousand?

A. No, we call it one thousand.

Q. To our uneducated minds, whether or not this is a good illustration, the current of electricity can be compared, can it not, to the flow of a stream of water through a pipe? An ordinary arc-light current is a small stream flowing under very high pressure?

A. Yes, but you mustn't push that analogy too far. For a rough illustration, it goes. There is no inertia to electricity, as there is to water. If you get a current of water under way you cannot stop it and reverse it, and your illustration there breaks down.

Q. I am about to refer to that.

A. I want to give you warning, sir.

Q. Now, the flow of the continuous arc current is all the time in one direction, is it not?

A. Substantially, but in nearly all machines with considerable variation in velocity.

Q. How much in a two-thousand-volt current?

A. With some machines, I suppose, it may rise and fall sixty or eighty per cent of that total amount.

Q. Take the Thomson-Houston system as an example.

A. There is a very considerable fluctuation. If you could express it by a line, taking as an example, of an unvarying current, a uniform straight line, and should try to represent the operation of that current by another line, it would cross up and down in this way. [*Illustrating by a zigzag movement.*]

Q. But it always progresses in the same direction?

A. Yes, sir; it goes in the same direction, never reversing, but sometimes going fast and sometimes going slow.

Q. It is a continuous stream, always flowing in the same direction, but sometimes more rapidly than at others?

A. Yes, sir.

Q. At some places with more velocity than at others?

A. Yes, sir.

Q. Like a river coming down a grade with great rapidity, and the water becoming almost still when it comes to a level place?

A. Yes, sir.

Q. Now, if you could imagine it possible to use a flow of water in the same way, and interrupt it and reverse it one hundred times a second, sending a volume of water in one direction, and then sending it in the other direction, one hundred times a second, you would have an alternating current?

A. That would be it.

Q. Now, when such a current is applied to the human body, it has a tendency to disintegrate all of the tissues of the human body, and is necessarily fatal?

A. It depends on how much there is of it. I have taken alternating currents, and every one knows that they are used in connection with medical treatment.

Q. What voltage?

A. Oh, millions of volts. I have taken the current from an ordinary little medical machine — well, I will be very conservative and say, to the extent of half a million volts.

Q. But a small quantity of electricity?

A. Small in quantity; yes, sir.

Q. It would be like taking a stream of water so small that you could hardly see it, and projecting it with great force?

A. It would be projecting it backwards and forward; it is really vibration.

Q. The reason that is given for the fact that the large primary current with the alternating current does not go into the house or to the lamp is because there are two coils of wire, situated near each other, and supposed to be insulated from each other?

A. They must be absolutely insulated from each other.

Q. Do you mean to say that there is anything which absolutely insulates electricity?

A. Well, I may say a megohm is a million units of ohms, and this insulation runs into the thousandths of megohms — thousandths of millionths of megohms — and we can call that absolute.

Q. But there is no such thing as absolutely perfect insulation?

A. No, sir, there is no such thing in nature.

Q. Then, what you mean to say is that if machines are properly constructed, and if this enormous alternating current of one or two thousand volts does not escape into the other part of the circuit, you are all right?

A. Yes, sir.

Q. If it does escape, by accident, by the burning out of the coils, by not operating for any reason, then you have discharged into the house or the lamp, as the case may be, the entire voltage, which, in that case, is of the alternating current instead of the continuous?

A. Yes, sir, then the connections would become as dangerous to touch as would the primary wires themselves, undoubtedly.

Q. Whether or not I understood you to mean that the burying underground of the wires of the present high-tension continuous arc-light current would be more dangerous than their suspension in the air, by reason of the fact that you must take the current out of the earth and conduct it to the lamp or the house, as the case may be?

A. I didn't say it would make it more dangerous, but I said it would still lead to danger, and that the danger would be very little, if any, diminished by such placing of the wires underground.

Q. You think it would be very little diminished?

A. Very little.

Q. Wouldn't there be dangers that otherwise would not exist?

A. There might be some dangers unless there were some method of removing them.

Q. Let me call your attention to the danger from explosion in subways, if you had these wires underground in subways used for this purpose.

A. Well, of course that has nothing to do with the electrical part of it. Of course you are liable to have explosions from gas at any time.

Q. But it is a danger that might slumber without harm to any body unless lighted by the electric spark?

A. I don't think it is ever lighted by the electric spark.

Q. Doesn't it break through the insulation?

A. No, sir; I don't think it does.

Q. Do you mean to say the insulation doesn't wear off, rot, corrode and fall off?

A. Not if it is properly constructed.

Q. Hasn't that been the condition of affairs?

A. It is only recently that they have got an insulation that will stand.

Q. Didn't you know that in Chicago they tried eighteen kinds of subterranean cables in eighteen consecutive months, and that they could not find one that would stand the strain?

A. I went all through that matter, and I found that they failed up to a certain time; but they found something which worked at the end of the eighteen months, and that has worked ever since.

Q. Are you prepared to say, as a scientific man, that it would work eighteen months from now?

A. I will say that I know plenty that have been working more than a year with perfect success.

Mr. GOOCH.—Professor, will you kindly describe exactly the system of running the wire in the arc system—I am speaking now of the overhead system—from the station to the lamps, in the proposed system to be used by the Suburban Light and Power Company—you are familiar with it, I suppose? Will you describe it to me so that I can understand exactly how it is to be operated, etc.?

A. A pair of wires will be run out, one from each pole of the machine, and those wires will run parallel from pole to pole. At each place where there is to be an arc light will be placed a converter. The primary current will make a branch from one wire to the other, the two wires going out parallel, one wire being wound up in the converter as a primary branch, and the other wire being entirely separate and perfectly insulated from that, which will go down to the lamp.

Q. What will that be supported on, the pole?

A. Supported on the pole, — probably the same pole as the lamp.

Q. Above the light?

A. Yes, sir; probably.

Q. What did you say would be the pressure of the current in the primaries?

A. In the primaries, one thousand volts.

Q. Never exceeding that?

A. Oh, no, I am not prepared to say that.

Q. How high would it ever run?

A. I think very likely it would run to fifteen hundred volts, and it might run to two thousand if they were crowding the line. Of course, such currents have been run up to ten thousand volts. They are preparing a large plant in the vicinity of London now, which will run ten thousand volts.

Q. Do you know anything about that plant which is running there?

A. Nothing personally, only from what I have read in scientific journals.

Q. Do you know whether that plant is running?

A. Not yet; I don't know whether they have got it running yet or not. There is one running at Rome, where they use five thousand volts.

Q. You are not aware that the station you spoke of first has broken down or been abandoned?

A. I don't know that that isn't so, but I don't think it is likely. I would not accept it as true merely because I read it in a newspaper, for instance.

Q. Did you make any tests in 1887 of the alternating system, in collaboration with Prof. Denton?

A. Yes, sir.

Q. What was the result?

A. The result was a report of about one hundred and fifty pages, which was presented to the society of gas lighting, and by them very carefully kept to themselves.

Q. Was that favorable or unfavorable to the alternating system?

A. Well, it is hard to say which was the case, with regard to so extended a report, but in a general way it was favorable. The people interested in the alternating system would have been very glad to have had it published.

Q. You say, in a general way it was favorable?

A. Yes, sir; it showed that, under proper conditions, this was the cheap and economical method of distributing electric power, pointing out the limitations.

Q. How about Prof. Denton's part of the report?

A. It was my report. He made his report to me.

Q. Wasn't Prof. Denton in your employ at the time?

A. He was one of our professors. There were several engaged in that very work.

Q. How was his report?

A. His report was the foundation of mine in part.

Q. His report, so you say, in a general way was favorable to this system?

A. Yes, sir; it showed that, under proper conditions, it was the better system. I have said that in a general way it was favorable. I might say that the report showed that, under some circumstances, others were better. For instance, if you wanted to locate a plant in a building, for the use of the building, the report shows that the cheaper way to do it would be by the direct system, but it showed that where there was a large district to cover it would be a great deal cheaper to do it by the alternating system.

Q. You have given the continuous systems in use in New York, I believe: what were they?

A. For incandescent light, the Edison system; for arc light, the United States, the Thomson-Houston and the Brush. Of course the Thomson-Houston have an incandescent system, and the Brush too, but yet they are chiefly known for their arc system.

Q. When have you been an expert for the Edison system?

A. In several cases, some years ago.

Q. I mean in what way?

A. In some of their patents. One was a patent on a particular form of armature—a suit between them and the United States Company. I was the expert for the Edison Company in that case.

Q. To return to the question of fire, Professor, you say that the direct current would be more dangerous—that is, that a system without a converter would be more dangerous than the alternating

system, using the converter: will you describe that again? I didn't fully understand the reason for that.

A. Because if the wires in contact are separated, or in any way what we call an arc is established, by the electric current, that arc will maintain itself for a long distance with the direct stem. You may separate the wires, if the current is powerful, for several inches, and you will yet have a leaping flame across. Of course, that is what we call an arc, from the latin word *arcus*, a bow, an arch. That will happen with the continuous current, but with the alternating current you will find that, if you separate the points even a little — half an inch — the arc is lost and breaks off. That is the reason why I think the continuous current is the more dangerous.

Q. That has nothing to do with the converter?

A. No.

Q. But has only to do with the difference between the two currents?

A. Yes, sir. One current is always moving in one direction, and keeps up the bridge of particles which causes the arc; the other, by alternation, breaks the bridge down when the separation goes beyond a certain point.

Q. A safety fuse is used on the alternating system?

A. Yes, sir.

Q. You say you never heard of any fires occasioned by the alternating system?

A. I never heard of any.

Q. You never heard of any in New York?

A. Never.

Q. Did you hear anything in regard to the fire of Hardman, Peck & Co., in New York?

A. Never heard of it.

Q. On Broadway?

A. No, sir.

Q. You wouldn't say that fire couldn't be caused by the alternating system?

A. Of course not. Of course, if any system gives power enough to make a light, it is evident that heat can be generated sufficient to create a fire.

Q. The only difference is, that one system has a little better safety gauge than another, — is that it?

A. The direct arc system cannot use safety gauges at all.

Q. You can in the Edison system, can't you?

A. Yes, but not for arc lights.

Q. Do you mean to say you cannot use a safety gauge for arc lights at all?

Q. Not on the ordinary arc light. I could fix you up an arc light on which you could use it, but ordinarily the safety gauge would get burned out.

Q. But it can be used on the Edison system?

A. It can be used, yes, sir, but with more danger than with the alternating system.

Q. Well, if it doesn't work with the alternating system, it

causes just as much trouble as if it does not work with the Edison system?

A. No, sir, because the alternating system can, at most, give you the current that the converter will produce. It is only able to give a certain current.

Q. It can heat the converter, can it not?

A. Yes, sir.

Q. Why can it not burn it out?

A. It can; but the converter is outside the building, and it won't do any harm.

Q. Well, what would be the harm if the converter was inside the building and it burned out?

A. Because you might get a short circuit in the converter itself, and there might be danger of fire to the building. But if the converter was outside the current could not get into the building. It might run on these wires coming into the building, and burn them out, but it would not get into the building.

Q. Is that the possibility or the probability?

A. It is just the thing that would happen. Nothing else would happen. In other words, the converter itself would become a huge safety fuse.

Q. Then, if you were told that a fire occurred on one of the converter systems in New York, you wouldn't believe it?

A. I would like to know something about it.

Q. What would you say if the converter had become burned out?

A. Well, probably the converter set fire to the building.

Q. It could be done, though, from the secondary wire, couldn't it?

A. Oh, of course! under peculiar conditions which may exist, you can get up a fire with almost anything. You can burn down a house with a match, you know.

Q. There is danger from fire from electric wires wherever there are buildings, is there not?

A. Oh, undoubtedly, and ten times greater danger from matches.

Q. So you don't consider the danger of fire from any electric system as of any great amount of importance?

A. Oh, I don't go as far as that; but, in the best systems, the danger is very much less than from any other method of illumination that is known. The fire underwriters have conducted experiments for a good many years, and have struggled with this electrical problem, and that is the conclusion that has been arrived at. The danger, if proper work is done, is rather slight, and it would be hard to tell what the percentage of risk would be in figures between one system and another. You could not say that the danger in one system would be ninety-five or ninety-six per cent of that in another.

Q. In the underground alternating system where is the converter placed?

A. At the foot of the lamp post.

Q. And all the converters are placed outside of the building, I suppose, where wires are used for private lighting?

A. Outside the building, in one place and another.

Q. Why are not the converters placed inside of buildings?

A. Simply from the idea that the underwriters did not like to have the converters so placed. They felt that converters were liable to be burned out, and that has proved to be the case with the converters of some companies.

Q. Do you consider that they would be perfectly safe inside of buildings?

A. I consider that the Westinghouse converter would be perfectly safe inside of buildings.

Q. What is the difference between the Westinghouse converter and any other?

A. The mode of construction is entirely different. I could hardly explain it without making a drawing, but in the Westinghouse, the two coils are entirely separated from each other and insulated by mica insulation to the highest possible degree, and there are various other kinds of converters. The trouble with a good many converters is that they become heated, and of course if a converter becomes heated there is danger. If you only get heat enough, it would break through its insulation. But that danger does not exist with the Westinghouse converter.

Q. In the Westinghouse converter the secondary coil is kept separate from the primary coil — there is no difference in the different converters as regards that, is there?

A. There is a difference in the mode of doing it.

Q. That is, you mean to say as regards insulating material?

A. Well, a good deal depends on the way in which the parts are put together. There are several conditions which have to be considered, and there are at least half a dozen patents on various points of difference.

Q. The mica insulation is one of the things?

A. Yes, sir.

Q. What do you think of that as an insulation?

A. It is very good.

Q. Isn't it easily pierced by sparking of the current?

A. If the thickness is too small, yes.

Q. How far apart are the primary and secondary coils in the Westinghouse converter?

A. My recollection is, about a quarter of an inch.

Q. Let me ask you this question. We will suppose that there is the underground system of the Edison and the underground system of the Westinghouse running to two different buildings, Which should you say was the safer to put inside the building, as far as danger to life is concerned?

A. Let me understand that question exactly. You are comparing the Westinghouse and the Edison?

Q. Yes, sir.

A. I should say they were equally safe in the building.

Q. The Edison circuit starts with one hundred and ten volts on each wire, direct current, doesn't it?

A. Yes, sir.

Q. Is that at all dangerous to life?

A. Not at all.

Q. That starts with two hundred and twenty volts from the

dynamo and runs to the lamp and back again, doesn't it, with that same voltage?

A. Yes, sir.

Q. You cannot get any more anywhere?

A. No, sir.

Q. You couldn't increase it?

A. No, sir; unless you used a converter. You could use a converter to increase it.

Q. I am speaking of the system which they use; you know what it is?

A. Certainly.

Q. Now, take the Westinghouse, — what is the voltage that that starts with at the dynamo?

A. One thousand.

Q. What would that do with you if it struck you, if you came in contact with the circuit?

A. It would probably kill you.

Q. When you get that into a building it is controlled by the converter?

A. It never gets into the building at all.

Q. You put something on it, in other words, to control it?

A. No, very different; you cause it to generate or produce something else.

Q. In other words, you stop it somewhere and send something else from it, into the building?

A. You create something else from it, and send that something else into the building, the same as you would use a steam-pump to pump water.

Q. Now, is it a human possibility that that converter could break down so that the primary current could get on to the secondary wire?

A. Well, there might be one chance in a thousand millions of that happening.

Q. No more than that?

A. No, about the same chance that there is of people being struck by lightning.

Q. But men are sometimes killed by lightning?

A. Yes, sir, they have been killed.

Q. Did you know about the nine converters on the Westinghouse circuit which were burned out, on Staten Island?

A. I never heard of those.

Q. On one night in August, 1888?

A. No; I never heard of it.

Q. If you found out that that was the fact, would that increase your ratio of the human possibility of this happening, or decrease it, or what?

A. I think the current would burn out the safety-fuse and dangerous results could occur.

Q. No, but in this case the converters discharged the whole current on to the secondaries?

A. Well, I should say they were bad converters.

Q. Now, isn't there a possibility that even the Westinghouse company may make bad converters at times?

A. Oh, of course there is a chance for bad construction with anything.

Q. You don't know what was the case with regard to these converters?

A. No sir, I don't.

Q. How about the effect of lightning on those converters?

A. Well, I don't know, any further than that I suppose a stroke of lightning would probably destroy them and throw them out of action.

Q. In other words, a stroke of lightning might destroy a Westinghouse converter?

A. It might.

Q. Isn't it possible for the converter to be destroyed, that is not destroyed but punctured in a certain way, and the lamps still continue to burn? In other words, the insulation may be so indifferent that the whole current might get on to the secondary wire, and yet the lamp may continue to burn?

A. I would not say the whole current. But the current might be so strong on the secondary wire that a person standing on the ground and striking it would get a shock, and the lamp still continue to burn.

Q. And the person might get killed?

A. Yes sir, I suppose such circumstances might possibly arise.

Q. You speak of the use of this converter system in connection with arc lamps, what lamp do they use?

A. A modification of the Wallace lamp, patented by Wallace of Ansonia about ten years ago.

Q. What have you to say of the Wallace Lamp, before it was changed, as to its efficiency? That is, what have you to say of the efficiency of an arc lamp on a converter system, before these last inventions which have been made upon it? What has been the test of the efficiency of those lamps?

A. Well, as run on alternating currents, their efficiency was low.

Q. In other words, they were commercially faulty?

A. Under the conditions under which they were tried, yes, sir.

Q. Are they working to-day with the improvements which you have made?

A. I don't know that they are. I haven't made any of the improvements.

Q. Do you know to-day of any arc light running on an alternating current system anywhere commercially?

A. No, I do not, save that they are about to use them in New York.

Q. Have you reason to believe that there are such anywhere?

A. Running commercially?

Q. Yes, sir.

A. No, sir; there are sixty run in Pittsburg, but not commercially.

Mr. BURDETT. — Experimentally?

A. Yes, sir.

Q. Now, would the addition of that converter make those lamps more or less economical?

A. With the modification of the lamp it would make the use more economical, yes, sir. The trouble came with the combination of the old machinery and the old lamp. In other words, the old lamp, on a circuit of one thousand volts would be a commercial failure, but taking the new lamp and the new machine, together with the converter, you change the conditions. In other words, it is a new combination.

Q. But those new things have never been tried anywhere, commercially?

A. Not just in that sense, on a commercial scale. They have been used, but not sold or rented for money.

Q. In other words, you are going to make the first commercial experiment with these lamps in the city of Boston?

A. Oh, no; we are making them in New York at this moment, and are putting in a great number of them which will be running in a week.

Q. But they are not running yet?

A. Not running at this moment.

Q. Where are they—can you give any of the locations. Some of the gentlemen here, perhaps, would like to know where they are.

A. I don't like to trust my memory about this matter. I can, however, get the exact locations for you.

Q. What stations are they being run from?

A. The Stanton Street Station, I understand. I think it is out of Third Avenue. I don't like to say that, because those things slip my mind.

Q. Is there any other way that injury or death could be caused by the alternating current, except by the converters breaking down and the current getting on to the secondary,—or something of that kind? Is there any way that death could be caused, for instance, by coming in contact with the current outside of the building?

A. Well, if a person should climb up and take hold of the wires, death might result.

Q. So that the safeguard a man would have from the alternating current on the arc lamps would be that the full current would not get to the lamp unless the converter broke down?

A. Yes, sir.

Q. And if that happened, a man would be just as bad off with one system as with the other?

A. Yes, sir.

Q. Or, if he handled the wires, on the same poles, or if wires should get crossed, he would be just as badly off if he should come in contact with them?

A. Yes, sir.

Q. Now, I don't know much about electricity, but as I understand, this alternating current is the only one that gives an induced current?

A. Yes, sir.

Q. You cannot get an induced current from a direct current?

A. You can by breaking it or interrupting it.

Q. But ordinarily you cannot?

A. No, the induced current depends on the fluctuation.

Q. But the alternating current does give the induced current?

A. Yes, sir.

Q. And what may be under any circumstances, the strength of that induced current?

A. Well, that depends on two things: In the first place on the structure of the transformer, and in the second place on the strength of the inducing current.

Q. I am speaking now of the condition between the two wires of the system itself, when you don't use the transformer? How about that, is there any danger of an induced current between the two wires?

A. Well, there is, of course, what we call the extra current. That exists on the arc wires, too.

Q. Well, would that be more perceptible on the alternating system?

A. It might be.

Q. Would that ever have such a power as to kill anybody?

A. I don't think it would. I have taken an induced current from a machine which gave a spark twenty inches long, and it didn't kill me and didn't hurt me much.

Q. Can you imagine that there might be one ten million billionth of a chance of that killing anybody?

A. I don't think there would, myself.

Q. How do you account for some of these accidents reported; have you looked into them at all?

A. Two years ago I looked into some accidents.

Q. You needn't go back two years ago, — take it more recently.

A. Not recently. I did look into some ancient reports and found that the reports were made up out of whole cloth.

Q. Have you heard about the accident at Newburgh, N. Y., to a man named Thomas Dawson, Jr.

A. No, sir, I saw some newspaper notes of it, but I don't remember about it.

Q. You didn't look it up?

A. No, sir.

Q. And you don't know what current killed him?

A. No, sir, only the Edison system is used there, and that probably did it.

Q. Do you know anything about the accident at Hartford!

A. No, sir.

Q. Do you know anything about the underground system they intend to use here?

A. No, not in the sense of knowing just what they are going to do. I know, in a general way, what kind of cables they are going to use, and so on, but I haven't looked into it.

Q. What kind of cables are they going to use?

A. I think, insulated cables, covered with lead.

Q. Lead-covered cables?

A. I understood so. Wound with cotton soaked in a certain mixture, and lead drawn over them so as to make a thick, lead-covered cable.

Q. Suppose you had those lead cables laid, and take a volt meter and connect one end with the ground and the other end of the cable, would it show any difference of pressure?

A. Oh, yes.

Q. Supposing the insulation to be perfect?

A. Well, it depends upon how you arranged it and make your connection. If your cable was connected with the ground, of course it wouldn't show anything; but if the cable was mounted up somewhere so that there was insulation between the surface of the cable and the ground, undoubtedly you would get indications of pressure on the volt meter. I made that very experiment myself, a few days ago.

Q. Are you permanently retained by the Westinghouse people.

A. In certain patent suits, yes, sir.

Q. But not generally retained?

A. No, sir, not by any company at all, — only in certain patent suits.

Mr. BURRAGE. — Prof. Morton, are you willing to state as a result of this discussion that the use of the Westinghouse alternating system which it is proposed to use here, is not only as safe and economical as the direct arc light system that is now generally in use, but is safer and more economical?

A. Unquestionably its both safer and more economical.

Mr. BURDETT. — Have they got the proposed underground system which has been referred to as one which might be used here, in use anywhere else, commercially, that you know of?

A. Not yet, but I understand they are ready to start in New York.

STATEMENT OF ARTHUR B. ROLLINS.

Mr. Rollins was called by Mr. Burrage and testified as follows:—

Mr. BURRAGE. — Your full name?

A. Arthur B. Rollins.

Q. What is your business?

A. I am employed as engineer by the Westinghouse electric company.

Q. Are you familiar with the new arc alternating Westinghouse system, that is proposed to be used here?

A. I am.

Q. Have you seen that system in actual operation?

A. I have, yes, sir.

Q. Where?

A. In Pittsburg.

Q. How recently?

A. Within a few days.

Q. Did you see these arc lamps in actual operation?

A. I did.

Q. State the quality of the light furnished by those lamps, as compared with the light furnished by the ordinary arc-light lamps.

A. It is as strong as any light I ever witnessed.

Q. Was there more or less hissing noise than on the direct arc lamps?

A. I think rather a little more humming, but no hissing whatever.

Q. Was there more or less fluctuation in the light than in the ordinary direct arc light?

A. No fluctuation whatever, perfectly steady.

Q. Do you know what the life of the carbon is in that alternating arc lamp, how long the carbon lasts?

A. From 40 to 48 hours.

Q. How many of those lamps did you see in actual operation?

A. Sixty.

Q. Were they within or without the building, or both?

A. They were both within and without.

Q. Were you informed how long they had been in actual operation in Pittsburg?

A. Well, they were run there for a short time each day — only part of the day each day.

Q. For how many months had they been in operation?

A. Well, they had not been run more than a few weeks, to my knowledge.

Q. So far as you could see, was that light as satisfactory, or was it more or less satisfactory than the ordinary direct arc light?

A. To my mind, it was more satisfactory.

Mr. BURDETT. — You are the engineer of the Westinghouse Electric Light Co. at Pittsburg?

A. One of them.

Q. How long have you been?

A. For nearly a year.

Q. What is your age?

A. Twenty-five years of age.

Q. And where were you before you went with the Westinghouse Co.?

A. With the Waterhouse Co.

Q. The Waterhouse Lamp Manufacturing Co.?

A. Yes, sir.

Q. Where were they located?

A. At Hartford, Conn.

Q. How long were you with them?

A. Nearly a year; I couldn't say exactly.

Q. Where were you before that?

A. With the Schuyler Co.

Q. Is that the company that has failed and gone to pieces down in Connecticut?

A. Pretty near it.

Q. Is there anything left of it?

A. I guess they are doing some work, I don't know what.

Q. It was absorbed by another company after it failed itself?

A. Yes, sir.

Q. Where are the Waterhouse lights in use?

A. I cannot say exactly, but they are used in Hartford, Wilimantic, Middleburn, Joliet, Ill., and places too numerous to mention.

Q. Hasn't the manufacture of that system been abandoned?

A. No, sir.

Q. Who is carrying it on?

A. The Westinghouse Company.

Q. So they are using the Waterhouse arc lamps, are they ?

A. They are; yes, sir.

Q. You have seen the arc lamps of the Westinghouse alternating circuit in operation in Pittsburg ?

A. I have ; yes, sir.

Q. In the factory at Pittsburg ?

A. Yes, sir, and outside.

Q. How many outside ?

A. I don't know exactly, but seven or eight on the streets.

Q. Out of how many ?

A. Out of the sixty.

Q. How long is the circuit, from the building to the farthest lamp ?

A. Well, I should think it was a quarter of a mile.

Q. So that this plant to which you have referred consists of sixty lights or thereabouts, six or seven of which are outside lights running on one circuit of a quarter of a mile, and are not used except for experimental purposes by the Westinghouse Company ?

A. I haven't seen them used anywhere else but in Pittsburg.

Q. That is, you know of no arc lamps of the Westinghouse alternating system except the sixty you have referred to, mostly inside and a few outside, which are run by the Westinghouse factory at Pittsburg ?

A. Yes, sir.

Q. Can you name any city or town where arc lights are actually in operation on Westinghouse alternating circuits ?

A. No, sir, I cannot.

Q. Is that, by the way, the system which it is proposed to introduce into Boston, if the Suburban Light and Power Co. gets the contract ?

A. That is the system, I suppose.

Q. A system that doesn't exist anywhere, and never has existed anywhere, except in the Westinghouse factory — is that true ?

A. As I understand, it exists in New York, but not to my knowledge. I have never seen it. It has been shipped there, but I haven't seen it in operation.

Q. Is that a part of the sixty lights which you have referred to — the lights shipped to New York ?

A. No, sir; they are no part of that sixty.

Q. Have you any information to the effect that any arc lights have been run by the Westinghouse alternating current in New York City ?

A. No.

Q. But some have been shipped there ?

A. Yes, sir; some have been shipped.

Q. And that is the system which is proposed to be adopted by the Suburban Light and Power Co. in Boston, is it not ?

A. Yes.

Q. The system of arc lighting, therefore, which the Suburban Light and Power Co. proposes to introduce into Boston if it gets the contract, is a system which to-day exists in the Westinghouse factory at Pittsburg for experimental purposes only, limited to

sixty lights, a few of them outside, and none of them more than a quarter of a mile from the building?

A. They are not limited to sixty lights.

Q. What number?

A. There are sixty there, but they can make machines for any capacity they desire.

Q. I am asking about the system as it is to-day.

A. I saw sixty in operation.

Q. Do you know of there being sixty or any other number in operation anywhere else?

A. I do not; no, sir.

Mr. GOOCH. — Do you know what pressure the Suburban Light and Power Co. intends to use?

A. One thousand volts.

Q. Don't they intend to use more than that?

A. I think not.

Q. Have they stated that they were going to use more than that in New York?

A. No, sir.

Q. They never have?

A. Not to my knowledge.

Q. If they had, would you know it?

A. I presume not. I might not.

Q. So you don't know anything that goes on outside of their station?

A. I know what goes on from our office, but not from the New York office. I am connected with the office here in Boston, 620 Atlantic Ave.

Q. Is this where you saw the 60 lights?

A. I said I saw them in Pittsburg, not here.

Q. Do you know whether they intend to use the same pressure here that they do in New York?

A. I think they do, from what I have been informed.

Q. You have been informed that they intend to use the same pressure here that they use in New York?

A. I know they intend to use 1000 volts. At least, that is what I suppose was intended.

Q. Who have you talked with about it?

A. That is my own judgment in the matter and I have also talked with those who know what the machines are.

Q. No one has told you positively that 1000 volts were to be used?

A. No, sir.

Q. But the machines are for 1000 volts?

A. Yes, sir.

Q. And the company is to supply the machines to the Suburban Co. under contract?

A. Yes, sir.

Q. Are they all built?

A. Not all.

Q. How many?

A. I saw two or three, and there are others in process of construction. They wouldn't naturally have them all built in stock.

STATEMENT OF THOMAS SPENCER.

Mr. Spencer was called by Mr. Burrage, and testified as follows :

Mr. BURRAGE.—Your name ?

A. Thomas Spencer.

Q. What is your occupation ?

A. Electrician for the Marr Construction Company.

Q. Is that a sub-construction company ?

A. It is.

Q. Whereabouts have you been employed the last two years ?

A. I have been employed for the last two years in the United States and the year preceding I spent in London, installing a plant for the Westinghouse Company.

Q. What did you say you were doing in London ?

A. I was employed in constructing a plant for the Westinghouse Company.

Q. Are you familiar with the general subject of electric lighting in London ?

A. Well, as well as any one employed in a special line can be. Of course, an outsider, employed as a special agent, hasn't any opportunity to go into other plants.

Q. Are you aware of what proportion of lights in London are upon the direct system, and what proportion upon the alternating system ?

A. Very small proportion of the lights in London are upon the direct system. Englishmen are not believers that the direct system fills the bill in that line.

Q. As the result of your sojourn in London, can you state of your own knowledge that it is a fact that the alternating system is superseding the direct system there ?

A. By all means, that is the fact. They look upon the direct system as something antediluvian.

On motion of Alderman Wilson, it was voted, 5.56 P.M., that the committee take a recess to 7 o'clock, P.M.

The hearing was resumed at 7.15 o'clock, Alderman REED in the chair.

Alderman CARRUTH. — I would like to ask the gentleman who represents the Suburban Light and Power Co. a question. Provided this Board should grant the rights you ask for in Dorchester and Roxbury, and should not grant rights in other portions of the city, I suppose you intend to carry out your contract in good faith, in that case, in those sections of the city alone ?

Mr. BURRAGE. — Yes, sir.

STATEMENT OF THOMAS SPENCER — (*continued*).

Mr. BURDETT. — Referring to London, where, you say, most of the service is by the alternating and not by the direct system, you meant to confine yourself to the incandescent service, in that case, didn't you ?

A. Well, there is quite a number of lights, that I saw used commercially, that are burning on the alternating circuits there. Of course arc lighting has not made any progress in London, at

all. Anybody conversant with electric lighting knows that arc lighting has made little progress in England.

Q. Then, I am right in understanding the substance of your testimony to be, that, so far as incandescent lighting is concerned, the alternating system seems to be the growing system, rather than the other.

A. Yes; because the incandescent lights are in the majority.

Mr. GOOCH. — What companies are there in London now?

A. Well, I don't know that I can enumerate them. There are a good many companies.

Q. I mean the prominent ones.

A. The principal ones are two big companies there, — one the Electrical Supply Co., and the other the Metropolitan Electrical Supply Co.

Q. What about the Feranti Company?

A. That is the Electric Supply Company.

Q. How many lights has that company got?

A. Some thirty or forty thousand lights, burning on their Grosvenor Gallery circuit, at present.

Q. What about the new company that is going to start there?

A. They have a company there which is starting in on a large experiment. They propose to use 10,000 volts underground.

Q. Is that a converter system?

A. Yes, sir.

Q. What do you think of it?

A. Well, I am not an advocate of 10,000 volts, although higher authorities than I am advocate it. I know Sir William Thompson thinks it is a possible thing, although the general sentiment of all electricians, both in England and in America, is that the voltage is a little too large.

Q. For a converter system, or for any system?

A. For any system, 10,000 volts is too large.

Q. What would be the objection to it as used by the Feranti Co.?

A. There is only the difficulty of insulation, that is all.

Q. So there is a point at which the difficulty of insulation for converters becomes a question, is there?

A. That is a mooted question at present. Feranti claims that he has succeeded in insulating these tubes of his to a voltage of 80,000 volts.

Q. But you don't believe in it yourself?

A. I am not an advocate of it, no.

Q. You went there to start a plant for the Westinghouse Co.?

A. Yes, sir; we installed a plant there for the Westinghouse Co., for one of the two large companies; that is, we used Westinghouse materials, but it is not a Westinghouse plant.

Q. Well, it is a Westinghouse system?

A. Yes, sir.

Q. Hasn't the course of legislation in England been against electric lighting, that is, against its progress in that country?

A. Well, it has been in years past, but at present the legislature is such that it opens a field for electric light companies.

Q. That is rather recent?

A. Well, in the last two years.

Q. Now, outside of England, anywhere on the continent of Europe, are there any high-pressure stations that you know of?

A. Oh, yes, there are high-pressure stations in a large number of towns on the continent.

Q. What places, for instance?

A. I don't know that I can enumerate them, but I think there is one in Paris, a large one; there is one in Berlin, in Rome; and there are such stations all around. I cannot enumerate them, because I haven't a catalogue at my tongue's end.

Q. Have you read the recent article by Sir Wm. Thompson in the last number of the *North American Review*?

A. No, I have not.

Q. You don't know what he says of high pressures there?

A. No, sir.

Q. Do you know the pressure that is used in Berlin?

A. No, but I assume that they have the standard pressure which is used almost everywhere — 2000 volts. That is the ordinary standard throughout Europe, and I suppose it is what is used there.

Q. Berlin uses two thousand?

A. That is the standard pressure adopted throughout Europe.

Q. You know Professor Siemens, don't you?

A. Yes, sir; I have heard of him?

Q. You don't know, as a matter of fact, that in Berlin, and all through the continent of Europe, there are no high pressures, except in Paris and Rome?

A. I know this, that there is a company doing a large business on the continent, selling a great many plants there, which uses that pressure, and there must be some of the plants around somewhere.

Q. But you would believe Sir William Thompson's statistics as to that, wouldn't you?

A. Well, I don't know; I would like to see the statistics.

Q. He is a reliable authority, isn't he?

A. Well, he is considered a reliable authority; yes, sir.

Q. Then you don't know that in Berlin they have any high pressures at all?

A. No.

Q. You don't know that they run their arc lights by the Edison Service?

A. They must have a poor arc light service then.

Q. Would you believe what Professor Siemens says in regard to the value of low pressure?

A. Well, Professor Siemens is an advocate of low pressure, and he is a dangerous man to take an opinion from on any system.

Q. A safe man on a circuit, but a poor man on an opinion?

A. A poor man on an opinion in regard to the alternating system.

Q. That is, he does not believe as you do? Well, you don't believe in the low pressure, do you?

A. I believe in all pressures, but I believe that high pressure has an advantage over low pressure. I believe in any form of electricity for light or power.

OPENING ARGUMENT OF E. W. BURDETT, ESQ.

Mr. BURDETT said:

Mr. Chairman and Gentlemen of the Committee:—

I appear, as has already been said, for the Boston Electric Light Company, in remonstrance to the petition of the Suburban Light and Power Company. What I say to the committee will not be in the nature of an argument, unless I make an argument inadvertently. I will confine myself to a statement, which, I trust, will be frank and honest, and which will challenge contradiction. I do not intend to state anything which is not within my knowledge, unadvisedly. I propose to confine what I have to say in the main to answering two questions:

First, Who are the petitioners in this case? and second, Who are the remonstrants, so far as I represent them? It will not become necessary for me, in answering this last question, to deal with the position of the fire underwriters of the City of Boston, who are represented here by able counsel, nor will it be necessary for me to say anything in behalf of the residents of Roxbury and of Dorchester, who have signed their names in protest against the multiplication of wires and poles in those districts of the city.

To begin with the first question: Who are the petitioners in this case? In answering that question, I propose merely to give a history which is a matter of public record, to state facts all of which I know and a part of which I was, if I may use that expression. The first fact is, that in 1886 or thereabouts—I think in that year—there was formed in the town of Brookline, where I reside, a corporation called the Brookline Electric Light Company. Of that company I happened to be one of the original stockholders and directors. The Brookline Electric Light Company entered into competition with the Brookline Gas Company for the contract to light that town and succeeded in getting the contract. I forget whether it was for one, two, three, or more years, but I remember distinctly that we obtained the town contract and entered upon the performance of it, erecting a station, putting up poles and wires throughout the town, and giving a service which I am bound to say, in justice to myself and to my associates, was vastly better than the service they get to-day from the Brookline Gaslight Company. At that time, gentlemen, no gas company in the Commonwealth of Massachusetts had the right to engage in the electric lighting business. They were confined by their charters and by the statute laws applicable to such corporations, solely to the prosecution of the business of manufacturing and supplying gas. But the Brookline Gaslight Company was not at all pleased with the coming in of the Brookline Electric Light Company, and almost immediately upon the success of the latter company began negotiations for absorbing it. Not being able to absorb it as a gas company, gentlemen interested in the Brookline Gaslight Company, and only such, organized the Suburban Light and Power Company. The ghost or shadow of this corporation appears before this board at this time as

petitioners for the contract in the city of Boston — and I say ghost or shadow advisedly, because, before I get through, I think the facts which I will state will satisfy any reasonable man that no such company as the Suburban Light and Power Company exists to-day.

In corroboration of that statement I expect to produce what has become within a day or two a piece of public property; namely, a report made by the State Board of Gas and Electric Light Commissioners to the corporation counsel of this city, setting forth the facts connected with the history of the Suburban Light and Power Company. I shall rely somewhat upon that, in corroboration of the statements which I propose to make concerning it. The Suburban Light and Power Company was organized by people in the Brookline Gaslight Company in November, 1886. Negotiations were opened between the officers of that company and the officers of the Brookline Electric Light Company for an absorption of the latter by the former, and that absorption was finally consummated. I parted with my stock to a friend of Dr. Amory's through him, and the other directors and stockholders subsequently went through the same or a similar performance. The result was that the Suburban Light and Power Company, thus organized by the officers and parties in interest in the Brookline Gaslight Company, acquired the property of the Brookline Electric Light Company, — accomplishing, in other words, the purpose and the only purpose for which the Suburban Light and Power Company was organized.

I am quite well aware of the fact, that, in their articles of association, they named as their location the city of Boston, and they stated as their purpose the manufacture and supply of electric light, without confining themselves to a locality. There may be a question as to the legality of that statement of purposes, without limitation in the business and without any specification of location, but it is a question which I do not propose to raise at this time. Gas companies, as is well known, must confine themselves in their charters to a particular location — a town, city, or district. In this case, this company did nothing of the kind. It did, however, as I have said, acquire the property of the Brookline Electric Light Company. After that had been done, in 1887, by Chap. 385 of the Acts of that year, which was approved June 8, 1887, the legislature authorized gas companies, with the permission of the Board of Gas Commissioners, to engage in the electric lighting business, as well as in the gas business, in all or such part of the territory in which such gas company was authorized to supply gas, as the Board may designate. I desire to call special attention to Sec. 9 of that act, which reads as follows:

Said gas companies so authorized by the Board of Gas Commissioners shall have the right to purchase or to lease and to use all or any of the property, licenses, rights, privileges and franchises, of any electric light company engaged in the business of furnishing electric light or power in the territory in which such gas company may be authorized to furnish such light and power.

It will be noticed by those who have listened to the wording of this section that the language employed is of the broadest possible description. It will be noticed by the lawyers of the com-

mittee that this confers upon a gas company authorized to engage in the electric light business a power which did not exist at common law, namely, the extraordinary power of acquiring not only the property, licenses, rights, and privileges of another corporation, but the franchises of that corporation as well. This law having been passed, the Brookline Gaslight Company applied, under its provisions, to the Board of Gas Commissioners for leave to engage in the electric lighting business in the town of Brookline. The Gas Commissioners had then established and have ever since enforced a rule substantially to this effect, that wherever there was any city or town in which a gas company there located desired to do an electric light business, and an electric company was already established and in operation in that town, they would not permit the gas company to go into the electric light business unless they absorbed the other company, provided, of course, that the other company had been complying with the law and had been giving good service.

The Gas Commissioners, in other words, recognized the fact that the ordinary community could be much better served by one such corporation than by two; and they would not allow the duplication of poles and wires in a given city or town, under those circumstances, but would simply say to the gas company, "If you see fit to buy out the electric light plant in this town, and operate the business under our supervision and under the stringent laws which exist in that regard," — and to which I will have the honor of calling the committee's attention presently, — "you may do so; otherwise not." When the Brookline Gaslight Company applied for this permission, this Suburban Light and Power Company was in operation in the town of Brookline. So far as the town is concerned, it appears that the service of the Suburban Light and Power Company in that town — I mean for town purposes — began in the spring of 1887, and ended in the fall of 1887. I am not able to give the first date, but I think the last payment made to the Suburban Light and Power Company by the town of Brookline was on the thirty-first day of October, 1887. That, however, is a matter of record in the town clerk's office in that place. The Gas Commissioners said to the Brookline Gaslight Company, "We cannot grant your petition unless you show us that you propose in good faith to absorb the entire property, licenses, rights, privileges, and franchises of the Suburban Light and Power Company, operating electric lights in the town of Brookline." This, of course, the Brookline Gaslight Company was entirely willing to do. The Suburban Light and Power Company had been organized solely because the gas company could not do an electric lighting business directly, and the fact was that the stockholders of one were practically identical with the stockholders of the other. They, therefore, produced to the Gas Commissioners votes of the stockholders of both the Suburban Light and Power Company and of the Brookline Gas Company, passed on the fifth day of October, 1887. I believe they also produced votes of the directors of both companies. They also produced a binding agreement between the two corporations, executed in pursuance of these votes, by which the Suburban Company agreed to sell for the sum of \$92,000, and the Gaslight Company agreed

to buy for the same sum, the entire property, rights, privileges, and franchises of the former. I hold in my hand a copy of the report to which I have referred, obtained at the office of the Board of Gas and Electric Light Commissioners within a day or two with the assent of the corporation counsel, and which I beg leave to read:

“The Brookline Gaslight Co., June 10, 1887, filed its petition to this Board, under Chapter 385, Act of 1887, ‘For authority to engage in the business of generating and furnishing electricity for light and power in all or such part of the territory in which it is authorized to supply gas as such Board may authorize.’ As the Suburban Light and Power Co., which was incorporated in 1886, was then engaged in supplying electric light in that territory, we informed the Gas Company that its petition would not be favorably considered unless it purchased the franchise and property of that Company, as provided in Section 9 of the Chapter cited. Consequently a special meeting of the stockholders of the Gas Company was held October 5, 1887, in which the following vote was passed: ‘That the directors of this Company be, and are hereby, authorized to purchase the property and franchises of the Suburban Light and Power Co., at a price not exceeding \$92,000 in cash, provided the necessary authority is obtained from the Board of Gas Commissioners of the Commonwealth, in conformity with the provisions of Chapter 385, Acts of 1887.’ And the same date the directors of the Gas Company passed this vote: ‘That the President and Treasurer be authorized to complete the purchase of the Suburban Light and Power Co. in accordance with the vote passed by the stockholders at their special meeting this day.’ The same day, October 5, 1887, a meeting of the stockholders of the Suburban Light and Power Co., passed the following vote: ‘That the directors of this Company be, and are hereby, authorized to sell the property, licenses, rights, privileges and franchises of this Company to the Brookline Gaslight Co. for any price not less than \$92,000 in cash, provided the necessary authority is obtained from the Board of Gas Commissioners of the Commonwealth in conformity with the provisions of Chapter 385, Acts of 1887.’ And the directors of the Suburban Co. the same day voted: ‘That the President and Treasurer be authorized to sell the property of the company to the Brookline Gaslight Company, in accordance with the vote of the stockholders passed at the special meeting of this day.’

“On the following day a contract under date of Oct. 5, 1887, for the purchase and transfer of the property and franchises of the Suburban Company, of every kind, drawn in full conformity with the above votes and executed by the two companies, was exhibited to this Board, and thereupon the Board adopted the following order, Oct. 10, 1887:—‘ORDERED, that said Company is hereby authorized to engage in said business in that part of the city of Boston which was formerly Brighton, wherever it is authorized to supply gas, and in the town of Brookline and also in so much of the city of Boston as was formerly a part of the town of Brockline; and that said Company within six months from this date procure a plant, erected and equipped for generating electricity for light and power, with a minimum capacity of 180 arc lights

of nominally 1200 candle power each; 100 arc lights of nominally 2000 candle power each, and 300 incandescent lights of nominally 16 candle power each.' All of the stock of the Suburban Light and Power Company was assigned and transferred to the Gas Company about Nov. 14, 1887. The Gas Company paid to the Suburban Company the entire consideration of \$92,000, and took actual possession of all property mentioned in the above agreement of Oct. 5, 1887, and entered upon and continued the maintenance and operation of the entire plant, lines, and lights which had been operated and maintained by the Electric Company. The poles located in Boston were stamped and designated by the Gas Company as its property. A bill of sale from the Suburban Company to the Gas Company, which we had not before seen, has been recently shown us bearing date Oct. 5, 1887. It does not mention in terms all of the property covered by the agreement of the same date. In the schedule annexed to it is omitted property formerly of the Suburban Company, but which was pointed out to us by those in charge of it for the Gas Company, April 10, 1888, as being then the property of the Gas Company.

"At a meeting of the directors of the Gas Company, Dec. 41, 1887, the President reported as follows: 'The Suburban Light and Power Company was purchased on Nov. 15th for the price agreed upon, viz. \$92,000. That all the certificates of stock had been transferred to the Brookline Gaslight Company, together with a bill of sale of all the property [personal] and a deed signed by the President and Treasurer of the Suburban Light and Power Company, who were duly authorized to sign for the Company.'

"The Treasurer of the Suburban Company in reply to a request from the Tax Commissioner that the company make the return provided by law, wrote the Commissioner, under date of March 1, 1888, that the property of the company had been sold to the Brookline Gaslight Company. The Treasurer of the Brookline Gaslight Company in making the return of that company, May 8, 1889, also wrote the Tax Commissioner that 'the Suburban Light and Power Company was purchased in November, 1887, and the enclosed return is that of the combined companies.' No return was made by the Suburban Company, as we are informed, either to the Tax Commissioner, or to the Secretary of State, in 1888 or 1889. The name of the Suburban Company has not been included in the list of Electric Light Companies, annually published by the Board as doing business in the Commonwealth.

"There was no meeting of the directors or stockholders of the Suburban Light and Power Company between Oct. 12, 1887, and Nov. 25, 1889; nor has any business been done meanwhile by the company so far as we have been able to learn."

Then follows a copy of the agreement drawn and executed, which is very short, and which is as follows:—

THIS AGREEMENT between the Brookline Gaslight Company of the first part, and the Suburban Light and Power Company of the second part
WITNESSETH: Said Suburban Light and Power Company agrees that it will on payment to it by the said Brookline Gaslight Company within days from this date, of the sum of \$92,000 in cash, convey to said Brookline Gaslight Company in due form, all and singular its property, licenses, rights, privileges and franchises of every kind. And the said Brookline Gaslight

Company agrees with the said Suburban Light and Power Company that it will upon receipt by it of said conveyance in due form pay to said Suburban Light and Power Company the sum of \$92,000 in cash, provided said conveyance is made to it within the period of sixty days from this date; and provided that the said Brookline Gaslight Company is duly authorized by the Board of Gas Commissioners of the Commonwealth of Massachusetts within sixty days from this date in conformity with the provisions of Chapter 385 of the Acts of the year 1887 to engage in the business of generating and furnishing electric light and electric power, and is also authorized by said commissioners to purchase the franchises and property of said Suburban Light and Power Company Oct. 5, 1887.

(Signed.) SUBURBAN LIGHT AND POWER COMPANY,

ROBERT AMORY, *President*.

Directors: FRANCIS W. LAWRENCE and F. H. ODIORNE.

BROOKLINE GASLIGHT COMPANY,

By ROBERT AMORY, *President*.

F. W. LAWRENCE, *Treasurer*.

Now, Mr. Chairman, in pursuance of those votes and that agreement, as stated by the Commissioners, the Brookline Gaslight Company not only entered into the possession and upon the use of all the property of the Suburban Light and Power Company, but it entered upon the exercise of all the franchises which were ever exercised by the Suburban Light and Power Company. In other words, they took all the property formerly belonging to the Suburban Company and exercised every right that had ever been exercised by the Suburban Company. That was in 1887. Neither the city nor the State heard a word from the Suburban Light and Power Company for two years. Indeed, they didn't hear a word from or about the Suburban Light and Power Company from the time it sold its property and franchise to the Brookline Gaslight Company until its bid was put into the City Government for lighting the city of Boston. It was sleeping the long sleep; it had gone to its rest; its work was done. It had been buried. It was resurrected for the purposes of this case alone. The theory upon which the resurrection took place was that because the Brookline Gaslight Company had in its possession a certain number of pieces of paper, called certificates of stock, in what had been the Suburban Light and Power Company, the gas company had some sort of a mysterious power, by the transfer of those pieces of paper, to infuse into the owners of them the right to exercise corporate franchises. Now, while I don't mean to degenerate into an argument, as I said before, I do desire to state a simple proposition, especially for the lawyers of the Committee and incidentally for the laymen, in this connection.

It is easy of comprehension — business men will understand it as well as lawyers do — that a certificate of stock represents two things, and only two. One is a fractional interest in some property, and the other is an interest — an indivisible interest — in the corporate franchise of the corporation which issues it. Under the circumstances which I have related and which appear from the report of the Board of Gas Commissioners, the transfer of the certificates of capital stock in the Suburban Light and Power Company, by the Brookline Gaslight

Company to my friend Burrage, was the transfer to him of nothing in the world but pieces of waste paper, because they did not represent and had not for two or three years represented one dollar's worth of property or one scintilla of a corporate franchise. If it were not so, then by this law of 1887, to which I have called attention, the legislature must be deemed to have permitted gaslight companies to do not only what they never had been permitted to do before and what corporations are very infrequently permitted to do under any circumstances — namely, to acquire the franchise of another company, — but when their convenience dictated, to spawn it again upon the community; in other words, to assume the powers of the legislature itself. Upon that very point, I desire to read a few lines from one of the statutes of the Commonwealth in this connection. It is the Act of 1886, Chapter 346, sec. 4, which reads as follows :

No gas company shall transfer its franchise, lease its works, or contract with any person, association, or corporation to carry on its works without the authority of the legislature.

The legislature, therefore, did not intend to leave it even where the common law left it, but sought to express by enactment, in 1886, that when the franchise of an electric light company had been absorbed in and become a part of the franchise of a gaslight company, there was an end of it, so far as the right to sell it, or, as I have characterized it, the right to spawn it upon the community, was concerned.

I have said that neither the State nor the city heard of this corporation for two or three years, and by that I mean this: It is provided by law that every existing corporation shall annually make a report of its condition, — how many stockholders it has, who they are, what the value of its stock is, what its market value is, etc. In 1888 and 1889, the Secretary of State, and the public through him, got no such information from or concerning the Suburban Light and Power Company. There is another provision of law, that every corporation in Massachusetts shall annually make a return to the Tax Commissioner, for the purpose of being taxed and of paying its just share for the maintenance and operation of the government. This Suburban Light and Power Company was absolutely silent upon that subject in the year 1888 and in the year 1889.

I believe, although I haven't made the examination personally — it is one that can be very easily made by any member of the Board — that the city of Boston heard nothing from this corporation in the way of a tax return or in the way of any assessment, for two or three years; but when this criticism had been raised in the present year of grace, 1890, my friend Burrage, putting to use, as treasurer of this corporation, his legal information, goes to the State House on the 11th day of January and files three returns, one for 1888, one for 1889 and for 1887. This corporation had so completely dropped out of existence that it didn't even make the return for 1887 which was required by law. Now, it appears from that return of 1887 that, as I have stated, the stockholders of the Suburban Light and Power Company were stockholders of the Brookline Gaslight Company.

It appears that they had a certain amount of property, a certain amount of stock, a certain amount of indebtedness, and so on, each item on the blank furnished for that purpose being properly filled out. It appears from the return filed on the 11th of January, 1890, that at the time it ought to have held its annual meeting in 1888, it had no stockholder except the Brookline Gaslight Company, which held 750 (all) of the shares of the Suburban Light and Power Company. It appears that its liabilities were \$75,000 in stock, and that its assets consisted of \$7500 worth of poles and wires, coming from some source that nobody can trace. They had no assets when they sold out, but according to this return they pretended to have those poles and wires when they made their report. The return for 1889 shows precisely the same condition of facts, and the return for 1890 is not yet due. What that will show, no man knoweth.

I leave the Suburban Light and Power Company as petitioners precisely where this record leaves them. If they have any explanations to offer or any arguments to make, we shall listen to them with great attention. They have either done what they agreed to do, what their directors and their stockholders voted to do, what the Gas Commissioners required them to do before they would give them the right to go into business, or else they have perpetrated an outrageous fraud on the Gas Commissioners, and, through them, on the citizens of the Commonwealth. They can take either horn of the dilemma they choose.

Now, having degenerated, you may say, into argument, if it may be deemed such, with reference to the status of this corporation — if it be a corporation — I beg leave to call your attention, as speedily as I can, to the remonstrants whom I represent. In doing that, it will take but a very few moments for me to give you a brief sketch of how these remonstrants come to be here at all. Electric lighting is less than ten years old in its commercial development. In 1881 the Brush Electric Lighting Company of Boston was organized and went into business in Boston. It burned the first arc light ever seen in this city in the middle of Park Square. So great was the lack of confidence on the part of the community in the advantages of this new illuminant that this corporation actually maintained quite a number of city lights for a year or more, without expense to the city, and nobody took any particular interest in their enterprise. In 1882, I think, although I am not quite certain of the date, the New England Weston Electric Lighting Company entered the field in this city. In 1883 a corporation called The Merchants' Electric Light and Power Company was organized and entered into competition with the other companies in this field, and in 1886 a corporation known as the Citizens' Electric Light Company was organized, and located its business in East Boston. Without rehearsing the experience of these various companies in this field, from 1881 down to 1886 or 1887, it is sufficient to say that but one of them, I think, ever paid a dividend, and that one probably was not earned. The result of competition was that the city was not well lighted, the community was not well served, and the companies could not pay their way. The time came for the city contract to be let, a little over three years ago.

I know that the competition for that contract was as keen as it is to-day, because I had the privilege of representing one of the bidders at that time. I remember distinctly that I stood by the box while the bids were being received until one minute before 12, before the bid of my client was deposited, and so closely were we watching our competitors in that competition that not until we found that the other bids had been deposited was ours put in. After that was done, it became an absolute certainty to all parties in interest that that sort of thing could not go on any longer and preserve the electric lighting industry in Boston. I was much amused to read in last Saturday night's *Record* a piece stating that the Merchants' Light and Power Company had, prior to consolidation, made enormous profits in the electric lighting business; whereas, I happen to know that they came within an ace of being sold out under a sixty thousand dollar mortgage, and would have been absolutely pushed to the wall if it had not been for certain outside parties who came to their assistance and saved them.

That is the history of that company, which is referred to by the *Record* as having been so prosperous prior to consolidation. It is also stated in this remarkable article, paid for, I presume, at advertising rates, that one of the companies made a bid at a very low price and withdrew it after consolidation, which is not true. It was withdrawn in a letter, which is a matter of public record, stating that upon consideration the officers of that company, who were new to this field and had but just come into possession of the company, had found that they had been figuring on a wrong basis, and that the price they had made was a price at which it was impossible for them to do the work. It was long after their bid had been withdrawn that the consolidation took place. I use "consolidation" in the popular sense of the term, because, as a matter of fact, there was a new corporation organized, to which two of the companies were sold, and by which, since that time, the other two companies have been leased.

The Merchants' Electric Light and Power Company and the Brush Electric Lighting Company of Boston sold all of their property to the Boston Electric Light Company. Since that time the Boston Electric Light Company has leased for a long term of years the New England Weston Electric Lighting Company and the Citizens' Electric Light Company of East Boston, and to-day operates them all. What has been the result of that? The result has been that the officers of the new corporation, experts in their business, effected a very large diminution of the wires which had been used prior to that time for the prosecution of the business in the competition between the various companies. They immediately improved the service, and the result is that no man, I take it, will stand here in his place and deny that the city of Boston, for the last three years, has been as well lighted, if not better lighted, than any city in the United States of America. The contract was taken at the price of sixty-five cents per light per night, which is talked about now as if it were an outrageous thing. I will not argue that proposition, but I will simply state a fact or two in connection with it.

That price was fixed, as I have said, in keen competition between several different bidders. It was fixed more than three

years ago. It was fixed at a figure less than was paid in New York City, less than was paid in the city of Philadelphia, and less than was paid in other important places in the country. New York had not at that time had the experience it has had within the last two or three years, of companies coming in and bidding 25, 30 and 35 cents a light per night, and killing people to correspond with the cheapness of their price, by reason of cheap construction and multiplication of wires. At that time they paid an honest price for an honest article, instead of a cheap price for an article they would be better off without, and which they have finally cut out of the streets of their city with broadaxes.

The time came when the city of Boston through its lamp department, in 1889, issued proposals for lights, again. The Boston Electric Light Company put in three bids, — one for one year, one for three years, and one for five years. Presuming that a contract for five years would be let, — that had been the only talk heard, — it bid 50 cents a light per night, to continue the service for that time, a price which would have paid them a small profit on the investment.

His Honor the Mayor, in the exercise of that care and consideration for the public interest, for which he is justly noted, after having called for these bids, made investigations which satisfied him, whether rightly or wrongly, that the price ought to be less than any price which had been bid. He thereupon rejected all the bids and called for new ones, making a limit of forty cents as the maximum price which should be charged. That was a matter of very serious consideration by the directors of the Boston Electric Light Company, the result of which was that they addressed a letter to the Mayor under date of Dec. 30, 1889, which I will not burden you with reading in full, but which is probably fairly fresh in the minds of all those present.

The substance of it is, that while they very much desired to retain the contract for lighting the streets of the city of Boston, they did not feel authorized to do it at a price which, to their knowledge, meant a loss to their stockholders, and for that reason they respectfully declined to bid. Now, I may say right here, and it is proper that I should say, that that position was taken largely upon what was believed to be the fact, that the Mayor had issued his limited proposal under the impression that the city of Providence was lighted for forty cents per light per night. It turned out within a very short time that he had been misinformed about that, and that the city of Providence was paying forty-four cents per light per night, on a five years' contract, with an unlimited right to set poles and run wires through the streets instead of running wires over house-tops.

The directors of the company thereupon thought that the Mayor, having that called to his attention and seeing what they regarded as his error, would either alter that limit, making it higher, or make no limit at all, and the company said they stood ready at any time to make a bid, providing that limit was removed. The limit was not removed, and the Mayor, it seems, whether acting under a misapprehension of the facts or not,

was satisfied that the limit was a proper one and insisted upon it. He then asked the president of the electric light company at what price the company would furnish lights temporarily, until another company could get ready to do the business, and the president replied that they would continue the lights at the present prices, with the option of stopping them upon a certain notice. He added that they still hoped his Honor the Mayor would see his way clear to make the contract with them, at a price to be determined by agreement, and that, if a price could not be determined by agreement, they would be willing to leave it to the Board of Gas and Electric Light Commissioners to determine. I think, as reasonable men, you will say that that was a reasonable proposition. It certainly struck the directors of the company as such, but it was not complied with.

Now, I may be asked, and it is a perfectly proper inquiry for any one to make, what is the attitude of the Boston Electric Light Company to-day towards this question, and to that question I am prepared to make a perfectly frank reply.

At the outset, The Boston Electric Light Company asserted that it could not make lights such as it gives the city to-day with its expensive overhead construction in the centre of the city at the price of 40 cents per light per night, without losing money. I repeat that statement to-night. The Boston Electric Light Company, which is as well equipped for this purpose as any in this country and probably in the world, cannot do the work at that price without a loss of dollars and cents, and they entertain no sort of idea that anybody else can do it for that price except at a loss. Why then are we here to object? "What," you inquire, "is your position? Are you willing to take the contract at low prices?" And I answer, yes. Why? It came out in the course of the examination of ex-Alderman Eddy to-day, taking that as an illustration, that the Boston Electric Light Company have got miles and miles of wires and poles out through Dorchester and other suburban districts of this city, which, if taken down, will be a dead loss to them. They will not be taken down in all human probability—they will be used for commercial purposes.

Now, where you find ten lights scattered through a length of ten miles of street, it goes without saying that lights may be put in between those lights in large number almost without expense to the owners of the lights and poles. That is precisely what we anticipate will happen if we retain the contract.

If a contract is let to the Boston Electric Light Company by the City of Boston, the city, under the same appropriation and with the diminished price, can have vastly more lights with the use by the company of no more poles, and with only such additional wires as will be required to loop from the present lines down to the lamps. That is one consideration. The other consideration is that the Boston Electric Light Company or any other electric light company, cannot give in competition to the consumers that it relies upon in addition to the city as good a service as it can when it has the field to itself. I say "to itself," having in mind the Edison Company which prosecutes its own kind of

business as quite distinct from ours — that is, the incandescent business, which is merely incidental to the business of the Boston Electric Light Company while it is the entire business of the Edison Company. It is well known that our theories of legislation on this subject have entirely changed, and we know, as a matter of experience, that we get better service and more satisfaction out of one or two responsible concerns, with ample capital and large experience, if they are properly regulated by law, than we get out of half a dozen or a dozen concerns struggling with each other in a haphazard competition.

Now, the result of a contract with the Boston Electric Light Co. at any figures less than those they have named will be this, that the company will lose money at the outset; for a year, and possibly for two years, it will be out of pocket; but, having a long-sighted view to the future, believing that the citizens of Dorchester and Roxbury will demand lights in between the lights which now exist, and demand them in large numbers, having an eye to the growth of the city in all directions, they can see that before the termination of a contract made with the city for a term of years, the balance would probably be in their favor; and whether it was or not, it would be worth while to preserve these lines and add to them in the way I have mentioned, in order to do the commercial work from these same circuits as it is being done to-day. That reminds me to say that in the Roxbury district not a single commercial light is used except such as are run off of a city circuit, and the same is true of the Dorchester district. I do not know the exact number of lights there, but whatever there are come off of the city circuits, and these circuits would probably be used for that purpose alone in case the company lost the contract with the city. I think, therefore, if I have made myself clear, that there can be no fair criticism of the position of the Boston Electric Light Company as remonstrants.

The granting of this petition by this Board of Aldermen to this new-comer means, if it goes to its full extent, if it goes to the extent of letting the entire city work, which they ask for as a whole, the rendering nonproductive, for the time being, at any rate, of in the vicinity of half a million dollars' worth of property.

The Boston Electric Light Company has an enormous station, probably the finest in the country, on the water front, on Congress Street extension. It has a station on Ferdinand Street near the Boston and Providence Depot, and another on Stanhope Street near the junction of the Boston and Albany and the Providence Railroads. It has another in East Boston. It has desired, let me say by the way, Mr. Morse to the contrary notwithstanding, to get a location for a plant in Roxbury, and the members of last year's city government know, as well as I do, that we have been given hearings several times, making the best show that we could for locations, the last of which was defeated by my distinguished friend on the other side, who appears as senior counsel for the Suburban Company.

Mr. GASTON. — For myself.

Mr. BURDETT. — Although we had selected a location in the

middle of a square where Mr. Gaston owns tenement houses, he made such objection that we withdrew our petition, and we withdrew it upon the statement of his son that there were plenty of other locations that we could obtain for electric-light plants in Roxbury, he stating that he would assist us in finding one. We relied upon him to assist us, but he hasn't been able to point out to us yet a location to which there would be any less objection. I assert, knowing whereof I speak, that the Boston Electric Light Company has made honest efforts to get a location for a plant in Roxbury, and if it gets its location for a plant in Roxbury it can prosecute its business in Roxbury and Dorchester to much better advantage than it ever has done before.

I said a moment ago that the granting of this petition as a whole would mean the rendering nonproductive, for the time being, at any rate, and I don't know for how long a time, in the neighborhood of half a million dollars' worth of property. The company has property in excess of a million. It is also operating two outside companies. To-day it is earning barely a 6 per cent. dividend, with the employment of all the means and of all the facilities that can be employed for that purpose. I say again, and it is the last time I need to say it, that when you come to compare two corporations and ask which is worthier of public support, which is worthier of the favorable consideration of the city government, a company which has invested in the city of Boston upward of a million and a half of dollars, that has performed the service that this company has performed for three years for the city of Boston, is better entitled to consideration than one that comes in here under the circumstances I have already mentioned.

Is our concern responsible? Does it contribute to the city and to the State? In 1888, the Boston Electric Light Company paid \$10,585.37 in state taxes alone, \$4773.83 in city taxes, and \$6349.60 in water rates to the city of Boston. In the year 1889, the Boston Electric Light Company paid to the State \$9932.32 in taxes, it paid to the city of Boston in taxes \$7422.32, and for water rates it paid to the city of Boston \$7017.60, making a total of \$21,708.05 in 1888, and a total of \$24,372.24 in 1889, making a total of \$46,080.29 paid to the city and State within the past two calendar years.

But, before I close let me show you that the characterizations which have been indulged in in some quarters concerning this corporation are wholly undeserved, that it is thoroughly regulated by law, and that it has strictly complied with every provision applicable to it. I will make but a brief mention in connection with these statements. In 1887, by Chapter 382 of the Acts of that year, it was provided that:

The Board of Gas Commissioners shall have the general supervision of all companies engaged in the manufacture and sale of electric light, and shall make all necessary examinations and inquiries, and keep themselves informed as to the compliance of the said companies with the provisions of law.

Then, back in 1885, we have the act to establish a Board of Gas Commissioners. The Act of 1887 adopted sections 7, 9,

12, 13 and 14 of Chapter 314 of the Acts of 1885, and sections 1, 2 and 5, of Chapter 346 of the Acts of 1886. Now, what are those provisions? By Chapter 314 of the Acts of 1885, as I have said, the Board of Gas Commissioners was established. It was to be composed of men entirely disinterested, without any interest directly or indirectly in the industry or in anything contributing to the industry, and it was provided that they should have complete supervision over the companies engaged in the gas business. I desire to call especial attention to section 7—a portion of it—and to sections 9, 11 and 13. Section 7 says:—

Every such company shall also at all times on request furnish any statement or information required by the Board concerning the condition, management and operations of the company, and shall comply with all lawful orders of said Board.

The same section had previously provided for returns and for various things to be done by the companies, in order to give the commissioners full information about the companies. Section 13 says:—

The Board, whenever any such company violates or neglects in any respect to comply with the provisions of any law, or refuses or neglects to comply with any lawful order of the Board shall give notice thereof in writing to such corporation, and to the attorney general who shall take such proceedings thereon as he may deem expedient.

Section 14 says:—

Any court, having jurisdiction in equity, in term time or vacation, may, on the application of said Board, by any suitable process or decree in equity, enforce the provisions of this act and the lawful orders of said Board.

Section 9, Mr. Chairman and gentlemen, is the section to which I desire now to call special attention; and it is worthy of everybody's attention:—

Upon the complaint in writing of the mayor of a city or the selectmen of a town in which a gas company is located, or of twenty customers of said company, either of the quality or the price of the gas sold and delivered by such company, the Board shall notify the company of such complaint by leaving at their office a copy thereof, and shall thereupon after notice give a public hearing to such petitioner and such company, and after said hearing may order, if they deem just and proper, any reduction in price of gas or improvement in quality thereof, and they shall pass such orders and take such action as are necessary thereto; and a report of the proceedings and the result thereof shall be included in the annual report to the legislature.

That is a provision of law, which, I daresay, many people do not know exists. But it gives the Gas Commissioners the absolute right to control and dictate both the quality and price of gas and electricity, upon the petition of any mayor of a city or the selectmen of any town in which a company is located, or of twenty customers of such company.

Sections 1 and 2, Chapter 346, of the Acts of 1886, still further provide for the keeping of books, the making of returns, the establishment of offices and all that sort of thing by gas companies, and provides, as I have already pointed out (Sec. 4) that

no gas company shall transfer its franchise, lease its works, or contract with any person, association, or corporation to carry on its work, without authority of the Legislature.

There is another curious provision of law, to which I may refer, that although, in the case of gas and electric light companies, the Mayor, or twenty customers of a company, may apply for a bettering of the quality or a decrease of the price, and orders may be passed by the Board of Gas Commissioners in relation to that matter, it gives the electric light companies no power to petition for a revision of those orders; but a subsequent statute, passed evidently in the interest of the gas companies, gives gas companies a right to come in and ask the commissioners to modify their finding about the quality and price.

There is still another provision of law, which I cannot put my hand upon at this moment, to this effect, that if any citizen or person having a place of business in any city or town in the Commonwealth where an electric light company is in operation feels that he is unjustly denied a light, he can go to the Gas Commissioners, who can finally, without any right of appeal, order the company to put their lights into that place.

If the gentleman who appeared here from Mattapan desired the Boston Electric Light Company to put a light at the crossing of the roads which he talked about, or to put fifty lights into the village of Mattapan, all he had to do was to go to the Gas Commissioners and state his case, and if it had been a reasonable request the Gas Commissioners could have ordered the Boston Electric Light Company to run its lights there, if it cost \$50,000 to do it. There was no appeal to anybody from such an order as that. Here, then, you have a corporation in this case, the quality of whose product, the location of whose lights, and the naming of whose customers is absolutely in the control of a disinterested and able board appointed by the Governor of the Commonwealth, and confirmed by the council — parties entirely without interest in any electric light or gas company and without interest in any firm supplying them with material.

There is another statute, passed in 1888, requiring a report within twenty-four hours after the happening of any accident caused by gas or electricity manufactured or supplied by a company, whereby an employee or any other person shall suffer bodily injury, loss of life, or be rendered insensible, stating the time, place, and circumstances of the accident, and such other facts as there may be.

There never has been a complaint, according to my information and belief, filed with the Gas Commissioners of the State of Massachusetts against the Boston Electric Light Company from any place, either by the Mayor of this city, by twenty customers, or by anybody having a right to go to that tribunal for that purpose. There never has been an accident reported, under that provision of law which I have just referred to, which has been caused by the Boston Electric Light Company. That company stands to-day before the Board of Gas and Electric Light Commissioners and before the people of this Commonwealth with as clean hands as any corporation in the State. More than that.

You gentlemen who are members of the Board of Aldermen are met with the overhead wire problem. It is a serious question which confronts you and which confronts his Honor the Mayor and the citizens of Boston. What are you going to do in relation to this enormous multiplication of overhead wires? What has the Boston Electric Light Company said you ought to do about it? I appeal to the alderman from the Sixth district, who will bear me out in the statement that last winter, before a joint committee of the Legislature, of which he was a member, I stood upon the floor of the committee room, and advocated, as well as I knew how, in behalf of the Boston Electric Light Company, the passage of such laws as would put into the hands of the Mayor and Aldermen of the city of Boston and of all other places, absolute and unrestricted power to regulate that problem. I stood there and said that revolution was not what was wanted, but regulation; and that the proper thing to do was to clothe the city government of Boston, or of any other place where they didn't already have the power, with power to take down all rotten, dead, unused and unclaimed wires.

His Honor the Mayor will bear me out in the statement that, long before the present controversy arose, and long before there was any shadow of the present controversy, the Boston Electric Light Company wrote him a letter saying that his endeavor to bring about through the city government a regulation of the overhead wires of the city was an eminently proper and wise thing, and calling his attention to the laws which would give him power to carry out his views, and stating that the company would assist him in every way it could to carry those laws into execution. The members of the city government who were on last year's Committee on Electric Wires will bear me out in the statement that I appeared before that Committee and called their attention to the statutes under which they could operate, and the limitations which existed under those statutes.

The position of the Boston Electric Light Company to-day is simply this. In view of the circumstances which I have stated, the extent of our poles and wires throughout the city and the suburban districts, in view of the enormous increase which is to take both in city and commercial lighting within the term of an ordinary contract, they are willing to take a contract, within the Mayor's limitation, even though it should cost them money at the outset to carry it into effect, believing, as I have already stated, that it would work its own remedy and would ultimately give us back whatever loss we might meet at the outset.

I presume I have overlooked facts which might have been mentioned, but I have detained you quite long enough. In conclusion, I desire simply to say that it seems to me that I have a right to say that the remonstrant whom I represent stands here entitled to the most favorable consideration of this Board and of the city government, and is not fairly deserving of any other treatment. I call attention to its position, in contrast to the position of the other concern, which, however, I do not care to characterize any further than I have already done.

You can draw your own conclusions and make up your own minds as to whether it is safe for the city of Boston to enter into a contract with a company which may turn out to be something and which may turn out to be nothing. The difficulties which may arise need not be rehearsed by me.

The directors of the Boston Electric Light Company include in their number some of the most reputable business men in the city of Boston. They are not pirates, they are not dishonest men, they are not men without reputations in the community, but they are men who are well known throughout the length and breadth of the city and of the Commonwealth, and throughout the business world generally, as men of probity and capacity, who would be incapable of doing a wrong thing by the city, even to serve their own interests. That being so, and the other facts being as I have stated them — and I think I have stated them accurately, because I am acquainted with most of them — I say we are entitled to the favorable consideration of this Board; and even though you may think you can justly charge against the directors of our corporation a mistake of judgment in this or that matter, — you may say it is a mistake of judgment that they did not come to the conclusion that they have now come to before, — you cannot charge them with anything more than that, and mistakes of judgment do not count when the people making the mistakes have seen things in another light. The present complication was not dreamed of at the time the first action was taken.

I am reminded by a note which has been handed to me, that there is one thing which ought to be stated in connection with the Suburban Light and Power Company which has been overlooked. Something was said about 700 pole rights having been granted to the Suburban Light and Power Company. I deny that, and an examination of the records will show that it is not a fact. These gentlemen come in now and claim they have a legal existence; their predecessors — the people who represented the stock which they now hold — obtained a grant of 637 pole rights something like six or seven days before the corporation was organized. The Suburban Light and Power Company had not even met for organization at the time the city government of 1886 or 1887 undertook to give them 637 pole rights, and I do not need to argue to lawyers that a grant of that kind, or of any other kind, made to a body of men which had not even met for organization, much less received a charter or certificate of incorporation from the State, is utterly null and void. They afterwards received a grant of pole rights along Brookline Avenue, from the Brookline line to Beacon Street and on Brighton Avenue out towards the old town of Brighton; but those pole lines are to-day, and have been for two years, I believe, marked "Brookline Gaslight Company," and have not conveyed one particle of electricity belonging to the Suburban Light and Power Company, and have not been operated by the Suburban Light and Power Company in any way, directly or indirectly.

That is my belief. If there is any mistake, I want to know what it is. Subsequently they received another grant of pole

rights, a re-location of 28 poles included in the invalid grant which had been given them before they became a corporation.

I beg your pardon for having so far trespassed on your time. I have nothing more to say in regard to the position of the remonstrants. As for witnesses, of course we are unable to call any at this hour of the night. We had some witnesses present whom we expected to call, but an afternoon's attendance was all that could be expected of them. Other engagements have been made which prevented their attendance after 7 or half past 7 o'clock. So far as we are concerned, we have no witnesses to call now. So far as my statement of facts is concerned, it is open to disproof by anybody who thinks it is not correct.

OPENING ARGUMENT OF HON. P. A. COLLINS.

Mr. Chairman and Gentlemen of the Committee: —

The lengthy proceedings here have taken such a scientific turn that the average merchant or business man of Boston who has signed the petition or the remonstrance has come here to-day and listened to a good deal of literature and science in regard to electricity, which he probably could not understand any better than the rest of us. I can, perhaps, as well serve my clients, and perhaps get more of the respect of the Board of Aldermen, by saying only a few words at this hour upon the position which the remonstrants outside of the electrical companies, who are clamoring for recognition, take upon the subject of additional poles in the city of Boston. We are happily free from the vexation of spirit which those who are interested in getting lighting contracts with the city have, and from the rivalry of these two organizations. We are simply here protesting, not against any additional poles and wires in the city of Boston, but against any *unnecessary* poles or wires in addition to those that now disfigure the streets of the city. The argument may be advanced, by and by, that there are citizens on the other side, individuals, firms and corporations, that are asking to have the franchise granted to this Suburban Company, and that one set of citizens as petitioners is surely as strong and their word ought to be given as much weight as that of another body of protesting citizens. But I submit that there is a difference between the petitioners and the remonstrants in this case. The remonstrants certainly do understand what they do not want, while the petitioners have been misled, clearly, into asking for something that they do not want. My brother has introduced some citizens of Dorchester who say that they signed the petition because they wanted more lights, and more poles in order to get more lights, none of them understanding what their alderman for two years, Mr. Eddy, stated to the Board of Aldermen here, that the reason why they hadn't had more lights furnished them by the existing company was that the Board of Aldermen did not grant them the right to put up the additional poles.

MR. GASTON. — Is this your closing argument ?

MR. COLLINS. — I am making a statement.

MR. GASTON. — Is it your opening or closing argument ?

MR. COLLINS. — It is the first chance I have had to open and it will probably be the last chance I will have to close.

If Governor Gaston will have patience with me, he will not be very much tired out by what I have to say. One of the witnesses said he carried around a petition and got forty signatures to it, representing that it came from the citizens of Dorchester, when in fact it came from the directors of the Suburban Light and Power Company. The forty signatures obtained in that way, as I claim, were obtained under mild, but perhaps respectable, false pretences. The other signers signed because they wanted more lights and more poles, and they were induced to believe that the existing company did not want to furnish additional lights and did not ask for additional poles. Now, I say those men are asking for something that they do not want, or they are asking that it be furnished in a way that it should not be furnished, and my brother Burrage has read off their names with a great deal of unction, as much as to say : "When respectable men like these petition the Board of Aldermen for anything, certainly the Board of Aldermen does not exist that would dare to refuse such a reasonable request." Now, I have had experience enough with aldermen, individually and in the aggregate, to know that they are not very easily scared, and I know that aldermen who represent districts outside of Dorchester and Roxbury have no reason to be scared, whether the Board as a whole refuses or declines the mild proposition made by the Suburban Light and Power Company. The underwriters can speak for themselves, and perhaps they ought to have as much weight with the Board of Aldermen of the city of Boston, as Mr. Allbright and the other gentlemen who come here from that locality and who have received more information on the subject this afternoon than they ever had during the previous term of their lives. The language of all these remonstrances is simply this :

Believing that the wires now extended over the streets of Boston on poles and housetops are sufficient for all the requirements of business, and being informed that the city can obtain the lights for its street lamps from these, at a price that the Gas Commissioners shall consider just to all parties, we emphatically protest against the *duplication* dangerous arc wires now proposed, which seem unnecessary and would increase the dangers to life and property.

Now there is a proposition that anybody can understand, and a man who signed a proposition of that kind knew what he was signing, because if there is anything that is perfectly well believed in it is that arc wires, suspended in the air, buried in the earth or anywhere that they can come in contact with inflammable substances, so as to create explosions, or with the human body so as to produce death, are dangerous, and the fewer of them you have in the present state of the electrical art the better it will be for the community. These men say so, and who are they ? It is hardly worth while to read their names, but the paper is endorsed by them. The Standard Sugar Refinery, by its president, is on

one of the remonstrances; S. E. Peabody, Cooper, Lewis & Co., Jos. W. Parker & Co., Samuel Carr, Jr., Daniel F. Copeland, Beal, Higgins & Henderson, and forty or fifty others; on another paper, Nichols, Dupee & Co., Williams & Smith, Wilcock & Cordingly, A. W. Packard, Wm. F. Swan; on another paper, Chandler & Farquhar, C. H. McKenney & Co., Chas. Green & Co.; on another, Blake & Sterns, and Sampson, Murdock & Co. This one is almost as well developed as my brother Burrage. It also contains the names of Snow, Church & Co., T. H. Ellis, Norton, Fessenden & Soule, James B. Case, Fred O. Prince, Joshua M. Sears, David Nevins for himself and others, R. H. White & Co., Coleman, Mead & Co.; and, among the large tax payers of Boston, E. Rollins Morse, F. V. Parker, Allen Curtis, Geo. S. Loomis, J. M. Armington.

There are also Moore, Spaulding & Co., T. Pinkham, Wm. S. Eaton, National Tube Works, J. Willard Rice, John E. Lawton, Brown, Durrell & Co. — they know what a fire is as they had about \$750,000 of their property destroyed, — and another one of the remonstrants, J. M. Sears, who within a day or two lost a building at the corner of Court and Washington Streets, knows what a fire is. Then there is Joel Goldthwait, the Liberty Sq. Warehouse Co., Robert S. Dudley, and the estate of John Simmon by Edward A. White, trustee. These gentlemen ask that a specific thing be not done — that is, they regard arc light wires as necessary, because demanded by the public, and that poles are also necessary to sustain the wires which conduct the electric fluid to light the arc lamps. But they desire that there may be no unnecessary duplication of wires and poles in the streets, and they think that the public safety will be better insured if the members of this Board regard this matter with their eyes wide open, knowing precisely what is asked for.

There are in the streets of Roxbury and Dorchester to-day exactly 101 poles used for the purpose of electric arc lighting, operated by the Boston Electric Light Company. These petitioners ask that they be allowed to erect 311 poles in Dorchester and Roxbury, in addition to the 101 poles which now supply the demand for lighting. The proposition is to aggravate the danger that now exists with the presence of 101 poles in connection with one system, more than three times, by allowing the Suburban Light and Power Company to erect 311 poles where only 101 exist at present.

Now then, as to the local objections to it. They take this form: —

We the undersigned, residents and tax-payers of Boston, in the district of Roxbury, West Roxbury, and Dorchester respectfully protest against the granting of the petition for poles, submitted to your honorable body upon the 27th inst., which, if granted, would unnecessarily increase their number. The beautiful Franklin Park and its approaches should not be marred by unnecessary and unsightly poles.

That petition is headed by Geo. B. Nichols, who has lived in Roxbury, I suppose, for 50 years, or perhaps all his life.

My Brother Burrage, in presenting his witnesses, asks them if they have heard of any remonstrances in Roxbury and Dorchester. Now the people he brought here are highly respectable individuals, but they were not looking for remonstrances. A man with a grievance never looks for somebody on the other side, and our friend Allbright, one of the brightest and most enterprising men in the neighborhood of Upham's Corner hadn't heard that thirty-one of his neighbors, probably customers of his, had signed this remonstrance, and on inspection of the remonstrances it is found to be the fact that in the immediate neighborhood of Allbright's store and Upham's Corner, thirty-one citizens of Dorchester remonstrate against the granting of this petition—and they know what they are remonstrating against. I called attention to some of them, and some of those who have been his neighbors for a long time he says he doesn't know. He has not been so neighborly since he got on this tack. There are several others whom he never heard of but who still live in that neighborhood, and they know perfectly well what they want and don't want.

There is one other point on which I desire to speak to the Board. It has been said that this ought to be granted because the men having this in charge are good business men, although it has been acknowledged that they know nothing about electric lighting; but it is said that they wouldn't put anything in unless the experiment was sure to succeed.

Let me call attention to one piece of history within the last two years, where as able, clever, enterprising business men as there are in the city of Boston established the Boston Heating Company, with the best expert testimony as to its efficiency and as to the delivery of superheated water through the ground at a distance. The final returns, before the explosion came, showed that they had sunk \$1,400,000 in "a beautiful hole in the ground." That is what a business man of Boston who knows nothing about science very often comes to. That is what uninformed and misdirected enterprise results in.

OPENING STATEMENT OF COLONEL J. H. BENTON.

Colonel BENTON said:—

I have waited here patiently since four o'clock, representing certain underwriters of the city of Boston, whose remonstrance against this petition has been before this Board some days. I had hoped, Mr. Chairman and gentlemen, that the presentation of the case for the petitioners would not occupy so long a time that those gentlemen who signed the remonstrance, and who were here, would be compelled to go away. I find myself now in this position. Mr. Osborne Howes and several other prominent underwriters of the city, who signed the remonstrance to which I shall now call your attention, have been obliged to go away. I do not know whether the convenience of the committee will permit an

adjourned meeting, at which they can be present, and state what they wish to state upon this matter. If it will, I should desire to have them state their position, because they practically know what are the dangers surrounding this matter better than I do. If it is the purpose of the Board, however, to complete this hearing this evening, I desire to be heard for about fifteen minutes in behalf of Mr. John C. Paige, representing a large number of insurance companies and a large number of other gentlemen, whom I am advised by him to state that I am authorized to represent before you. Of course, if it is the desire of the Board that I should go on, in the absence of the gentlemen who desire to speak on this matter, I shall do so.

Ald. WILSON. — I move you, sir, that this committee continue in session until half-past nine o'clock, then taking a recess for half an hour. I move that Mr. Gooch be permitted to put in the testimony of certain experts whom he has here from New York, and at the expiration of their testimony, if there are any other witnesses to be heard, that this committee adjourn to Wednesday next.

The motion was carried.

OPENING ARGUMENT OF MR. W. W. GOOCH.

Mr. Chairman and Gentlemen of the Committee: —

I desire to thank the Board for their kindness in sitting here after the hour for the regular meeting of the Board for the purpose of accommodating the gentlemen who have come here to-night to testify to you in regard to this matter. If this petition were simply what appears on its face, if it were simply for the erection of certain poles in the Dorchester District, the Edison Company would have no business here as a remonstrant, and it would not appear here. This petition which is before you to-day, for Roxbury and Dorchester, looks harmless enough, — on its face it is simply for the erection of certain poles on which to erect wires, and on its face it looks no different from hundreds of other petitions which have been heard and granted by this Board in the last five years. But, gentlemen, you all know by this time that this simply marks a new era in the electric lighting of this city. It is not in the line of the continuance of systems which have been known to you for several years; it is not the carrying out of a well-known and well-considered plan of electric lighting, — it is the inception of an entirely new thing.

Now, this company has assisted in the circulation of certain petitions and has written letters, and the oft quoted saying, "Would that my enemy would write a book" is very pat in this case. It has not written a book, but it has written open letters to the Mayor, has written letters to the committee on electric lighting, and has put itself on record absolutely, so that, I believe, had it not been for that record it would have dodged certain questions here to-night which it has been forced to meet.

This company comes before you to-night in a very harmless guise, as I have said, but it has shown its hand in a manner which I think may be of benefit to you in deciding the ultimate question.

There may be some argument that these pole rights if granted for Roxbury and Dorchester can stop there. But, gentlemen, you will find it exactly like the man who got his head and shoulders out of the door, and nobody under the earth or over the earth could keep him from getting his body out. If you grant this company the right to locate its poles for electric lighting in Roxbury and Dorchester, the natural sequence and conclusion of that act will be that, if not by you, by your successors, they will be granted rights all over this city. I do not believe the petitioners here or any gentlemen in this Board can point me to a single case where any city has granted rights to companies in this way, to furnish electric light for a certain portion, where the rights have not been afterwards extended over the whole city. They will extend over this whole city, and when you decide upon the question now before you, you have decided the question as to whether you will allow another corporation to come into the city of Boston to extend wires over and under your streets, and to do an electric lighting business. You will be in the position of having two sets of poles and wires in your streets and in business portions of the city, and if you grant these gentlemen the right to carry on their system as they expect to do, you will have two sets of underground systems also in your streets, doing an electric lighting business.

When the parties behind this corporation by the shrewd tactics which have been undertaken in relation to it, by the application of the electric current to this corpse, galvanized it into a certain appearance of life, they put it in a position where they imagined that they avoided the statutes of 1887, whereby an appeal lay from this Board to the Gas Commissioners; but in doing that, gentlemen, they did not take away from you nor relieve you one iota of the burden of deciding the question which in every case of this kind is submitted first to you and finally to the Gas Commissioners. They did not take a bit of the burden away from you of deciding the question as to whether you will duplicate the wires of the city of Boston. Your Board gave the Roxbury company the leave to withdraw. I simply say that this is almost a re-hearing of that very matter. In fact, this company is made up simply of the gentlemen who were at the back of the Roxbury Company.

They are attempting to take advantage of a legal subterfuge, and, if successful, they hope to obtain from you a legal right to carry on business in the city of Boston. We should not appear here in opposition to right being granted for an isolated district like Roxbury, except to show you certain dangers that you meet in this matter.

There are three reasons which I submit to you why this petition should not be granted. In the first place, it is a question for you to consider as to the expediency of granting to any new company rights in the city; in the second place, it is a question for

you to consider whether their system which is presented to you is a safe and proper system; and, in the third place, it is a question for you to consider whether the system they present to you is one capable of doing the work, or whether there is a reasonable presumption that it is. What is the fact? In 1886 when the Edison Company came to the city of Boston and asked you for underground rights, they came before you and presented to you a history of 350 miles of underground work, and the working of thousands and thousands of incandescent lights in this country, to show you that they had a satisfactory, perfect working, commercial system. They did not come before you with a system of 60 lights, tried in a laboratory, or with an underground claim which has never been maintained anywhere. They came to you with a fair business statement that they had done this thing in other places, and that based on the experience of these other places, they believed they could do the work in Boston. This company comes before you and says, "We have a new system; we have never tried it anywhere as a commercial matter. We have never tried our underground system anywhere." They come to you with these things which have never been tried, and they come with nothing to show you but experiments. In other words, they want to try it on a dog, and they want the city of Boston to play the dog. That is hardly a fair position for them to assume. Our narrow streets and crowded thoroughfares are hardly the places in which to try an experiment of that kind, and I submit, if any contracts are to be signed with these people, they should be signed after a time when their system has proved itself to be a commercial and financial success, and is found to be a perfectly safe and practical system. I say to you, therefore, in the first place, that it is a question of policy for you to decide whether you are to let another company in, and that it is, secondly, a question as to the safety of the system they propose to use.

I have two gentlemen here who have had experience in all kinds of electric lighting. One gentleman has studied the alternating system, especially in the part where it is most useful, — in regard to its death-dealing qualities, — and he will tell you what he has found in relation to it. I refer to Mr. Harold P. Brown. I have also here Mr. Johnson, who has been for some years the president of the Edison Electric Light Company of New York, and who has had great experience in these matters. He will also address you and explain to you the dangers of the system it is proposed to use, especially as regards fire, and I think he will be able to show you that the Edison system is not a dangerous system as regards fire at all. If you propose to allow a new company to come in with a new system, you should at first examine carefully into it and satisfy yourselves as to whether it is a perfectly safe system to be used in the city of Boston. This is not going to be used alone in our stores, in our places of business, but it is going to be used in our homes. I am a resident of the Roxbury District myself; and I must confess, from what little experience I have had with electricity, that I am not very much in love with handling high tension currents. Possibly it may be because my interest has been the other way, but at any rate,

I have always had a fear on that ground. This company is going to supply your business houses with light and power in connection, and therefore you want to consider carefully the safety of the system which it proposes to use. If you decide that it is safe, well and good—put it in your streets; but I question whether you believe it to be commercially possible to do the business that will be required by that system.

The system has been a failure everywhere, and they now come to you with the statement that they have perfected it so that they can make it a commercial reality and a commercial success. Do you believe that if this company does not make a commercial success out of this system any bond could properly protect the city of Boston? Granted, for instance, that they had this contract in their hands and start their business, and it should prove that their system is not a commercial success. In the meantime other systems which were capable of lighting the city will have gone out of existence, temporarily perhaps, but so that it will take a considerable time to replace them in order to light the city. No matter what bond that company gives you, it cannot give a bond of sufficient value to recompense you for the loss of two or three months' lighting. Take the position of the city of New York for the last two or three months, on account of the cutting down of the poles. The people of New York have been in darkness. I cannot understand how the people of New York stand it as quietly as they do. I do not believe the people of Boston would endure it. I do not believe the people of Boston want to see any such state of affairs as has existed for two or three months in the city of New York.

I am now going to call upon Mr. Harold P. Brown, who can give you a great deal more information upon the subject of alternating currents, and their danger to life and property, than I can.

STATEMENT OF HAROLD P. BROWN.

Mr. BROWN said:—

Mr. Chairman and Gentlemen of the Committee.

The reference which has been made by Gen. Collins to the failure of the attempt to distribute steam under high pressure will give you a practical example of exactly what this company proposes to do with electricity. It was only a few years ago, as you will remember, that this steam heating company proved by its experts, some of them college men, college professors, perhaps, and well qualified to speak on the subject, that they could easily circulate steam or water under a high pressure, flash it out through converters or reducing valves into a low pressure and heat a large area. That company was started, representing an enormous investment; large pipes were put in for conveying steam, and it was said that it would be a great benefit to the city of Boston. You have seen how that system, although in the laboratory it proved practical, has failed. Now you are asked to take on faith, pure faith, a system of electrical distribution which is designed

to save the pocket-book of the investor from expense in installation, a system to distribute electricity for power, for light, possibly for heat. You are asked to take it on faith, that these gentlemen after their laboratory experiment can give you perfect service, free from danger. I must ask you to go back over the history of this same corporation, as regards their previous promises, their previous guarantees and their actual performances. It was hardly a year and a half ago, I think in June, 1888, that I felt impelled to write a letter which was published in the *New York Post*, calling attention to the number of deaths which had occurred from arc light circuits in New York City, and stating how, in my opinion, the death from arc lights, as far as the general public was concerned, could be made very improbable, and how the public could be protected to a certain extent.

In that letter I incidentally mentioned my belief that the alternating current was damnably dangerous. At that time they were endeavoring to introduce into New York City the alternating current or what they called and what they now call 1000 volts pressure. After the publication of my letter I was attacked from all sides by the representatives of the alternating current system, and mainly by the interests which I understand backs these gentlemen who are to make the experiment at your expense. They stated, as I can prove by documents here, that the alternating current was absolutely safe, was perfectly harmless; they presented affidavits from men who claim to have taken the full force of the current and to have gone on with their work afterwards. They denounce me as an impostor, as being in the employ of the Edison Company and of the American Company, and they did their best to drive me out of business as an electrical engineer.

There was only one course left open to me, and that was to prove by actual experiment that I was right, and then to give these men who had attacked me an opportunity to witness the experiments and to refute me, if they could. I went to Mr. Thomas A. Edison, and requested the loan of apparatus for the purpose of experimenting, which apparatus I could not procure elsewhere. I have been attacked for going to Mr. Edison, but I hardly see the force of those attacks. Mr. Edison told me it was useless for me to do anything in that line. He said, "These people will go on until they kill some prominent men, and then their system will be shut down upon everywhere." I said, "Mr. Edison, I consider the lives of working men as important to their wives and their families as the lives of prominent men although they may be bankers and millionnaires, and I do not consider it right to allow lives to be wasted as they will be if this corporation gives out that this alternating current is so safe that you can sleep with it without harm, take it before breakfast and be benefited by it, and I take it to be my duty to demonstrate exactly whether this current is safe or not. If I am wrong, I want to know it; if I am right, I want others to know it." Mr. Edison very kindly stated that his laboratory was at my disposal, that he would give me all the assistance I needed with the simple proviso that I should give him a complete report of all the experiments. That I assented to gladly.

I obtained the assistance of one of the most prominent physiologists, Dr. Frederick Peterson, to assist me in the experiment from the physiological side. Our work extended over a month or six weeks, night after night at the laboratory. We tried to produce death with the continuous current, with the pulsating current, — a current which is interrupted — and by the alternating current. Our work has become a matter of record, although it has been severely assailed. We found that the alternating current would produce death at comparatively low pressures, that the more alternations per second that were made the lower the pressure necessary to produce death. For instance, with about 60 alternations per second, it required 800 volts of the alternating current to kill. When the number of alternations was increased to about 300 per second, which is what the Westinghouse Company is supposed to use in its safe commercial lighting, the death pressure was reduced to about 160 volts.

I then, through the kindness of the Columbia College authorities, endeavored to give a demonstration of these facts at the laboratory of the School of Mines, and I invited all the gentlemen who had assailed me to come and bring their instruments. They did not bring their instruments, but they did bring with them an agent of the Society for the Prevention of Cruelty to Animals, and stopped the demonstration and claimed that I had proved nothing. I then appealed to the Board of Health, and got leave to go on with my experiments, which demonstrated that I was right, that the alternating current would kill at low pressures, and that the continuous current could be used at comparatively high pressures without producing death.

Later on, the Medico-Legal Society Committee which was appointed for the purpose of pointing out the best means of carrying out the electrical execution law applied to me to make experiments for them, which I did. They endorsed my position. At that time Mr. Geo. Westinghouse, Jr., who I believe, is backing the company which proposes to put in this safe and harmless system in this city, wrote a letter, which was published in a number of the New York papers in which he attacked me, saying that I was in the pay of the Edison Company. If it were true, it would be no crime, but I was not. I will quote his words: —

The usual points of contact in accidental shocks received from electrical circuits are through the hands, or some other portion of the body protected by tissues of greater or less thickness, and, as a matter of experience, it has been found that pressures exceeding 1000 volts can be withstood by persons of ordinary health without experiencing any permanent inconvenience.

Either he believed that, or he did not believe it. Assuming that he believed it, I challenged him to meet me in the presence of experts, and I agreed that I would take the current which I said was safe at, say, commencing at 100 volts, for five seconds, from hand to hand, he to follow with the current that he said was safe and which would produce no permanent inconvenience to a person in ordinary health, taking it for the same length of time and at the same pressure. Then I would lead him 50 volts, and we would keep on increasing the amount until one or the other of us admitted that he was wrong and would go no further.

I have never heard from Mr. George Westinghouse since. I have reason to believe that he received this challenge, but, as far as I am concerned, he ceased to exist. Later the State of New York appointed a committee to provide apparatus, in connection with electrical execution. They asked me to superintend experiments for them, which I did, and they reported, in concurrence and accordance with my opinion that the alternating current was the most dangerous form of force known to modern science.

About that time, at a meeting of the National Electric Light Association, resolutions were passed censuring me, without naming me, — for which kindness I thanked them, — stating that the members of that association would allow no apparatus or current under their control to be used for such an ignoble purpose.

Then the State Board came to me and said, “Mr. Brown, we can’t obtain this apparatus; they won’t sell it to us. You will have to buy it for us.” I declined to act for them. Finally I named a price which I thought would bluff them, but it failed to bluff them. Then, as I was obliged to procure the apparatus, I looked around the country to see where any users of the Westinghouse safe and harmless system were dissatisfied with it and were willing to part with it for cash. I found three places. It was necessary for me to supply the State of New York with three plants for execution purposes. I conducted the negotiations through a dealer in second-hand apparatus in this city, as I knew if I attempted to purchase the apparatus of the companies they would take advantage of me on price, or would attempt to at least, and so I got Mr. Frank Ridland, without his knowing for what purpose I wished the apparatus, although if he wanted to guess its destination he was free to do so, to purchase the apparatus for me, and I paid him for it in cash.

Then it was announced through the papers that the Westinghouse apparatus had been supplied to the prisons. It was denied by the company, who said that it could not be their apparatus — that it was impossible. They suddenly discovered that I had actually got hold of three of their machines. Then came the statement that the electrical execution law was unconstitutional, and a philanthropic lawyer came forward to the rescue of the miserable Kemmler.

Through the Kemmler hearing I was retained as the expert of the State, and, as you all know, the electrical execution law, mainly, as I was told by the attorney-general of the State, upon my testimony in regard to experiments, has been declared constitutional by Judge Day of the Circuit Court and by the general term. It will be argued this month before the Court of Appeals, and there is no reason to expect a reversal. Then the Westinghouse Company suddenly developed a new anxiety, that these machines could not develop the electro-motive force which I had guaranteed — namely 2000 volts maximum. They stated that it was impossible. They labored with the State authorities, and they offered, and I say it advisedly, either they or their agents, to supply execution apparatus gratuitously, if the State would surrender the machines I had supplied, they stating that the machines which I had supplied could not possibly give more than 1000 volts with-

out flying to pieces. The machines were tested by a board appointed by the State for that purpose — a non-partisan board — and the test showed that at the speed which the Westinghouse Company required those machines to run, instead of delivering a mean pressure of 1000 volts, they gave a mean pressure of 1650 volts, which meant a maximum pressure, with 300 alternations a second, of over 2000 volts — and the machines have been accepted.

So much for that piece of history. Then, unfortunately for the families of a number of workmen, my predictions and statements concerning the danger of this current have been borne out by accident after accident, involving the loss of human life. Time and time again this safe current of 1000 volts or less has leaped through insulation.

THE CHAIR. — The committee will now take a recess, and the hearing will be resumed at 10 o'clock, P.M.

The committee took a recess at 9.30, and were called to order again at 10.20 P.M., Alderman Reed in the Chair.

Mr. BROWN continued as follows : —

Gentlemen, to come from theory to practical results, let me call your attention to one or two recent accidents, which can be substantiated, if necessary, by affidavits. The gentlemen who investigated both these cases were here all the afternoon, but have gone away. They can appear before you at your Wednesday hearing, if necessary. It seems that, on the afternoon of January 15, a workman in the employ of the Cushman Chuck Company at Hartford, Conn., during the noon hour leaned out the window and reached down and touched one of these insulated primary wires of the alternating system. It had perfect insulation. The result was that the man was killed instantly. Investigation shows that the dynamo running upon that circuit was the Westinghouse so-called 1000-volt alternating current machine. The same week, at Newburgh, N.Y., on the morning of January 19, a horse was tied to an awning pole on one of the principal streets of Newburgh. This iron awning pole rested upon the flagstone, and was thus insulated from the ground. There was an iron support from the awning pole to the building, and above the awning were two wires, having what is known as KK insulation, considered most excellent, and conveying a current from a Westinghouse so-called 1000-volt machine. The horse touched the post with his nose and was knocked down. A man named Thomas Dawson, Jr., went to the horse's assistance, and, as any other man would have done under similar circumstances, put his hand on this awning pole, and at once received a current from this safe, harmless Westinghouse machine, and was killed.

At Pueblo, Col., — and I have a letter from the manager of the Pueblo Westinghouse Sta. which substantiates this, although I don't dare to take my important letters out of the safe deposit vaults at present, but I can produce them before you if necessary — James Carney, a fireman, was killed at a fire on April 27, 1889,

by touching an insulated Westinghouse circuit. There are any number of other such accidents, and I think they must have occasioned these people, who a year ago stated that this current was absolutely safe, to recede from their former position and say that, although a current of 1000 volts may kill if you get the full current, the use of the converter which they employ gives absolute safety. In an article published in the *North American Review* for December it says:—

The two coils being absolutely separated from each other by effective insulation through which the current in the primary wire cannot possibly penetrate, it follows that the alternating system has an enormous advantage over the direct system in respect of absolute safety to the consumer.

Could there be any statement more positive than that? I wish you to look at this absolute separation between the primary and secondary coils of the Westinghouse converter. Here is a Westinghouse converter (producing the converter) which I have had sawed in two. It is identified here by the mark, "Westinghouse Electric Company, Pittsburg, Pa." The other half is wrapped up, but you can see it if you wish. This (pointing) is the primary coil through which flows this dangerous current, and here is the "absolutely impenetrable" insulation. Here is the coil containing the absolutely safe, low tension current, and the whole thing is surrounded by iron.

Now, any tyro in electrical matters will tell you that an electric spark can leap even through glass if the spark has the necessary intensity, and it can pierce mica. They have here mica, which they use for insulation. This thing speaks for itself. Here is the primary wire, and here is the secondary wire. Here is the "absolutely impenetrable" insulation. This appears to be cotton, wound around these wires, and you see this is one-half of the converter. The other half is here. These coils run from one end of the converter to the other. They are insulated from each other by what appears to be paper, soaked in some oil or some oil product. There is around it some pasteboard, and outside of the pasteboard some mica. Here is the other half. The whole thing is surrounded by iron, and iron, as you know, is a pretty good conductor. This whole thing is filled with iron, surrounding those coils. The way the converter works is that the current is set up, stopped, and then set up in the opposite direction in this primary wire by induction. In spite of the insulation between the coils, the second current is produced in this coarse wire, which reduces the pressure to what is supposed to be 50 volts. Now, they say an accident has never occurred through a Westinghouse converter, and our friend Professor Morton tells us he has never investigated any case of death by electricity. I am told there is a society formed for the prevention of electrical murder which has been very active in investigating just such cases, and I am continually adding a large amount of additional data to the 110 names of deaths which I have in a pamphlet here.

Now, you are asked to allow a current which has been stated to be safe, and which has been proved to be dangerous, time and

time again, to be run recklessly through your streets. You are told, — doubtless if you have not been told here, it has been stated so elsewhere, — that this company has an absolutely efficient insulation. Here is a section of their absolutely efficient insulation, which was taken from the Hoosac Tunnel; and an examination will show that the current went through insulation on to the lead cable, and severed it. Another thing to which I wish to call your attention is a peculiarity of the alternating current, — this safe, harmless thing, — which enhances its danger, and that is, that on a circuit where the insulation was doubtless as good as could be obtained for money, on a perfectly insulated circuit, where the insulation ran up into the units of insulation resistance, the Board of Health of New York City found, on the night of Oct. 15, 1889, that there was a difference of pressure between the ground and any one of these wires, from an alternating current machine carrying 1000 volts, which amounted on nine circuits to 450 volts; that is, four times as much as is required to kill. To explain that, I will say that one end of the pressure indicator was conveyed to the ground through a gas-pipe, and the other end was touched to one of the circuits of the Manhattan Company's station in New York City, and the pressure indicator showed a difference of pressure between the ground and the circuits, varying from 150 to 600 volts, and making an average, with 18 measurements, of 450 volts, or four times as much as killed an officer on the Czar's yacht *Livadia*.

An officer on the Czar's yacht was killed by a current of 100 volts from the Jablochkoff system. He reached up to one of the arc lights using the alternating current, with 100 volts pressure, to lower it. He happened to grasp both poles, and was killed with one-tenth of the pressure that we allow this company to use through our streets, and with actually one-twentieth of the pressure which they actually will use and are using elsewhere.

I will not enter into the technicalities of this question, as shown by the Board of Health Report, but I will simply say that a test on any alternating current circuit below ground, if it is insulated in lead pipe, or if it is above ground, providing the circuit is a mile or more in length, will give results exactly similar to what I have stated. I have measured the leakage on a number of stations. I have always found similar results, and many measurements I made myself, going into a store and obtaining permission from the store-keeper to get at the primary wires carrying the high tension current, and then making a measurement, so that the people at the station knew nothing about it. I think you will agree with me that possibly it may not be well to accept on faith whatever statement may be made by this company concerning safety.

Now, let us touch upon the question of economy. That question you may not think vital, but it certainly is, as stated by Mr. Gooch. If you allow a company to come in here with a new and untried system, with apparatus and lamps which have been abandoned in the past and are now revamped and foisted on you, and the company afterwards goes out of business and its experiment proves a failure, you are left in the position of New York City to-day, without electric lights.

A year or so ago the Westinghouse Company advertised their efficiency abroad; they not only had the safest system, but they had the most economical system. Their advertisements were placed in all the electrical papers. They say in their advertisement that by reason of an improvement in the manufacture of lamps which has been secured for the exclusive benefit of the users of the apparatus, this company will guarantee that it will make a fifty per cent. saving in the fuel necessary to generate electricity, by its system, over the fuel required to generate electricity by the direct current system. I assert that if any system can take power in one form, transfer it into another form and gain fifty per cent. in the operation, that undoubtedly it has struck perpetual motion. I am a doubter, and could hardly believe that perpetual motion had been attained. So I took the liberty of addressing to Mr. Westinghouse another challenge on efficiency, which challenge has never been accepted, and I said that in event of his refusing to accept that challenge, I should feel at liberty to purchase his apparatus and to send it to some authority on electrical matters to have the question of its economy determined.

I bought last summer a complete plant of the Westinghouse electrical system. I got their latest dynamo, a dynamo made in May, 1889. I got as nearly as I could their best and most improved converters. I got their latest lamps, what are sold as their latest lamps, and I sent the apparatus to Johns Hopkins Electrical Testing Bureau, and strong attempts were made to tempt that bureau from making the test. I won't say that the company prevented the common council from granting the University the right to put in the necessary boilers and engines, whereupon the gas works offered us a boiler. I have a report that was made, and I will say that this system, instead of giving fifty per cent. more light than any other, has at times passed far below the ordinary direct current systems. That report I am willing to show to a committee of this honorable body if they choose to appoint one. The report is signed by the experts of the bureau, and by the way, it is a very singular coincidence, that as soon as it was announced that Johns Hopkins University was to make a test for me the Westinghouse Company very kindly presented them with a large amount of apparatus, and it was suggested that it was hardly the proper business for them to make tests for me. But the tests were made, and the results are in my possession. I need hardly say that the greatest danger from any electrical system is from the accidental crossing of wires, from telephone or telegraph circuits, district messenger wires dropping across light and power wires, establishing a connection with a death-dealing current which may be generated miles away.

With an arc-light current, and there have been numbers of persons killed by arc-light currents, it is necessary for three contingencies to arise before death can occur. That is, an employee may climb up to a lamp and separate the carbons, or may get at the current near the dynamo by touching the brushes, or something of that sort; but the general public is not at all liable to do that. In order for the ordinary citizen to receive a fatal shock

from an arc-light current, there must first be a ground connection on that circuit; then the person must touch that circuit at some point at a considerable distance, electrically considered, from the first ground; and, thirdly, he must himself establish a second ground connection, thereby affording a path whereby the current may flow to the ground through him, and return to the circuit at the first ground. With the alternating current system, only two contingencies need arise, as these plants are ordinarily put in, — that is, a person touches a circuit while he stands on the ground, and it makes no difference whether the insulation of the circuit is perfect or not, the inductive effect which results in producing the current on this coarse coil, the secondary coil, from the primary coil, although they are insulated from each other, will give sufficient pressure, if the line be a long one, as it generally is for such lighting, to produce death. To give you an idea, — a rough one perhaps, but still a practical one — of the long distance at which the effect called induction will act, I trust you will pardon me if I call your attention to one of Mr. Edison's inventions, the railway train telegraph.

In that, three or four cells of battery are used, which gives a current which would hardly be perceptible to the feeling although you could taste it, and that is connected so that by a vibrator it is alternated, and the current is thrown either to the ground, through the walls of the car to the rails, or up to the middle of the roof of the car. Interposed in the circuit is a key for making and breaking contact, which the operator uses for sending the ordinary Morse signals. In that way the roof of the car is alternately charged with positive and negative electricity, if I may use the expression, and the current caused by this feeble battery, by reason of induction, is so powerful and so wide-spread that it passes through the best insulator we know of, namely, dry air, and the signals are made upon a telegraph wire 100 feet from the railroad by an operator using the instrument.

Now, in the alternating current system which passes through a wire, we will assume that the insulation is absolutely perfect and that the current on that wire is 35, 75 or 150 horse-power. They ask you to believe that although that current will show its inductive powers when it comes inside their converter, it will not do so in the wire strung through your streets. I hardly believe they can get you to believe such a thing as that.

When the alternating current is applied to arc light, the principal advantage of arc light is lost. That is, there is another loss of economy. In the ordinary arc lamp, the current is sent through the upper carbon, which is represented here, to the lower carbon, the upper carbon being the positive (illustrating). It forms a crater. This is a section showing the same thing in the positive carbon, which is the seat of the highest heat attainable by artificial means. That heat produces the highest state of incandescence that can be produced in carbon, and you will also observe that the crater forms a curve here which is, of course, exposed below, and the greatest amount of light is thrown backwards, where you want it. Now, when the alternating current is used, there is no crater, because there are no positive carbons.

Each carbon is either the positive or the negative, the reversals being made from 40 to 300 times a second. Therefore, that high heat is not attained. Therefore that amount of light cannot be produced. Here is a rough diagram showing the Wallace Carbon Lamp, which it is said is proposed to be used, with an arc which would travel back and forth and produce the light. It is assumed by competent authorities that the loss in using the alternating current for arc lights is something like 40 to 50 per cent. through the diminution of temperature owing to the absence of crater formed by the positive carbon when the continuous current is used, and with the alternating current arc, the light is sent upwards, as well as backwards — upwards, where you don't want it, instead of the major part of it being sent backwards where you do want it.

There is still further loss, when you come to add to that loss the loss in the converter. The loss in that way amounts to considerable, and it is something you will have to expect from this new system.

Mr. GOOCH. — Mr. Brown, I would like to ask you one or two questions in relation to leakage on the alternating system. Suppose they have a dynamo at work lighting a certain number of lamps through converters and the insulation is all right and the converter works properly. Is it not still a fact that a person may be killed by contact with those wires?

A. Yes, sir.

Q. Whether the wires are buried, or whether they are in the air?

A. Yes, sir.

Q. Which would be most dangerous, under those circumstances — in case of leakage — to have the wires overhead or underground?

A. You mean in case of leakage on the primary wire?

Q. Yes, sir.

A. Well, there would be more liability to leakage below ground than above ground.

Q. And you would say, in the case of the burying of these wires, that they would be a danger to life even if the insulation were perfect and the converter were properly maintained?

A. Yes, decidedly.

Q. Now, this test of efficiency was made a year ago, was it, in 1888?

A. Made in 1888, and continued, I think, until some time in Feb., 1889, when this challenge of efficiency was broached to the Westinghouse Company.

Q. Do you know anything about the use of motors on these circuits?

A. A motor can be used on an alternating electric light circuit, but it is not efficient.

Q. Do you know of any in commercial use?

A. No, sir, I do not.

Q. So if these gentlemen in Roxbury and Dorchester want motors on these circuits to give them motive power, you doubt very much whether they would get it?

A. I should doubt it, extremely.

MR. BURRAGE. — Mr. Brown, I have listened to your philanthropic argument with a good deal of interest, but there are a very few questions that I care to ask you. One is, whether you appear here as counsel, or as an expert?

A. I appear here as an expert for the local company. I received a letter Friday, from Mr. Edgar, asking me to appear here this evening.

Q. What training have you had to fit you to act here in the capacity of an expert?

A. I have been for fourteen years connected with electrical pursuits.

Q. How long with the scientific part, how long with the commercial part?

A. With both, the entire period.

Q. Can you answer the first part of that question, — how long with the purely scientific or electrical part?

A. I have been in business for myself, as an expert, since Sept. 1, 1885.

Q. And what was your occupation before that?

A. For nearly five years preceding I had charge of the business of the Brush Electric Light Company in the North-west, located at Chicago. For about three years prior to that I had charge of the electrical as well as the business interests of one of Mr. Edison's early inventions, the electrical pen, and several other articles.

Q. Then, prior to 1885, your occupation was largely of a business not especially in connection with electrical business?

A. I did a great deal of selling and travelling in connection with the selling of plants, but I also took charge of the insulation and worked out the electrical details wherever necessary.

Q. You have stated here, although you have sat at the counsel's table all the afternoon and have therefore heard all the questions and statements that have been made here, that you believe Mr. George Westinghouse, Jr., is backing up this company. Have you heard anything in the way of testimony in this room which would authorize you to make that statement, in face of the statement that this company is managed entirely by local people?

A. I see present and have seen present quite a number of prominent Westinghouse men, and I have heard it stated in the testimony this afternoon that it is proposed to use Westinghouse apparatus.

Q. You heard the statement that the apparatus was to be supplied by the Westinghouse Company?

A. Yes, sir.

Q. That was the only foundation you had for that statement, was it?

A. Yes, sir.

Q. Do you know any reason why the arc lighting alternating system is any more dangerous than the incandescent alternating system of the same voltage?

A. No.

Q. Then, assuming it to be true that the incandescent alternating system has been largely and successfully used in many places,

is it not possible that it may be possible to successfully use the arc alternating system?

A. If you mean by "successfully" to operate it commercially for an uncertain period, without a question, yes; but accident is bound to come sooner or later, as overhead wires are strung in American cities.

Q. You have spoken of an accident which recently took place in Hartford?

A. Yes, sir.

Q. Upon a primary alternating wire?

A. Yes, sir.

Q. Is it not a fact, Mr. Brown, that that same accident might have happened and would have happened if the person had touched an arc-light wire which had the same degree of insulation or the same lack of insulation?

A. No.

Q. Why not?

A. For the reason, as I have tried to explain, that three contingencies must arise on an electric-light circuit carrying a dangerous current, before death can be produced — namely, there must first be a definite leakage on that line, a definite ground, or a general leakage amounting to a definite ground. That can always be tested at the station and ascertained. That can be guarded against with the direct current; but with the alternating system it cannot be done, as there is always a leakage between the ground and the circuit, in spite of the best insulation. The second contingency that must arise is that a person touching the wire must also be in connection with the ground, and the third contingency that must arise is that he must touch the circuit at a point where there is sufficient difference of electro-motive force between the ground and the circuit to give pressure enough to kill.

Q. In the course of your argument you spoke about the overhead wires that would be strung here — are you familiar with the wire that is called the underwriters' wire?

A. Yes, sir.

Q. Do you call that a wire of low or high degree of insulation?

A. That depends. As far as the cotton and paint is concerned, it is not practically insulation at all, for it has been found that after a few months the paint dries out, and the cotton simply retains the moisture.

Q. If you were told that the Edison Illuminating Company of Boston had strung, within a month, a common underwriters' wire, No. 0, upon Atlantic avenue, would you say that that company had been using due care in the construction of its wires?

A. As far as the danger to life is concerned?

Q. As far as any element of danger is concerned?

A. I should say it was a very inadvisable thing to do — not on account of danger to life, however.

Q. Are you aware that that representation you have upon that paper is a totally false representation of the arc lamp that is to be used upon the new alternating system?

A. The statement made by the witnesses this afternoon was that the Wallace Carbon Lamp was to be used.

Q. The statement made, if I may correct you, was that the Wallace Patent was the foundation — not that that was the actual patent that was used. You have mentioned an incident that happened some twelve years ago upon the Czar's yacht, and have said that the voltage on the wire which caused the accident was 100.

A. So I am informed upon good authority.

Q. Will you state what that authority is, please?

A. The "London Lancet."

Q. You have no knowledge of your own — you don't know the definite measurement of the current at the time?

A. No, sir; I don't.

Q. You are simply taking a newspaper statement as to the degree of voltage of that wire?

A. Not exactly that. I know from what I know of the Jablochkoff system, that the voltage must have been somewhere in that vicinity. Of course, at that time, there were no volt meters.

Q. There were no volt meters at that time?

A. Not for alternating currents, to my knowledge.

Q. Therefore, it cannot be easily ascertained what the voltage of that current was?

A. Not absolutely, but it would be possible to name the maximum.

Q. And you have named four or five hundred volts as being four times the amount necessary to kill a man, simply taking it on the statement in regard to an accident which happened twelve years ago, when there was no method of measuring the current?

A. Not altogether that, but also from experiments which I performed in the Edison laboratory and elsewhere upon animals.

Q. But so far as the statement made is concerned, you predicated it upon that instance?

A. Upon my experiments and those of others.

Q. I have only one more question, a somewhat long one, and I will ask you to be patient while I ask the question. I desire to know if you are the Harold P. Brown who is mentioned in the "New York Sun" of Aug. 25, 1889, in a statement which reads as follows: —

"Throughout the discussion over the proposed killing of murderers in this State by electricity, the name of the man who has figured most prominently in it is that of Harold P. Brown. It is Brown who has attended all the meetings of electrical and medico-legal societies, and urged that criminals should be killed by the alternating current. It is Brown who has written about it in the magazines and reviews, commending death by the alternating electric current as an extremely speedy one. It was Brown who conducted experiments upon animals, ostensibly at his own expense and out of the promptings of a benevolent heart, each of which resulted in proving (to Brown) that death by electricity, with the alternating current, was marvellously quick and painless. It is Brown's system of death by electricity that has finally been adopted by the State authorities having the matter in charge. Brown is an expert for the State in the trial now pending of the constitutionality of the electrical execution law, and the form of

death by electricity as a punishment for murderers will probably go down to history stamped with Brown's name, as that of Dr. Guillotine is remembered in France. During all his talk and experiments Brown has pretended that he has no personal interest or connection with any electric lighting companies; that he was stirring in the matter simply as a scientific investigator, as a humane man seeking the quickest and most painless way of inflicting the death penalty upon criminals, as a kindly, public-spirited individual, with a fondness for dabbling in electricity. Brown is known not to be a wealthy man, and that he could afford to devote all his time thus purely for the benefit of the human race at large, with little thought of self, has been a mystery to those acquainted with him. The 'Sun' herewith prints copies of portions of Brown's correspondence with the officers of various electric lighting companies and other individuals, which bear strongly upon the question of Brown's benevolence and public spirit, and go far towards solving the mystery referred to. The letters speak for themselves, but a brief synopsis of them may not be unnecessary. These letters show, that while Brown was posing as a scientific investigator and public benefactor, the only controlling motive for his actions has been a desire to throw odium upon the alternating current of electricity; and this, naturally, to the commercial injury of the companies using the alternating current, and to the commercial benefit of the companies not using it; that so far from being an 'independent investigator,' Brown has maintained the most intimate and pecuniarily profitable relations with the electric lighting companies not using the alternating current; that Brown actually asked Thomas A. Edison (whose company is a continuous current one) for \$5,000 in cash for his (Brown's) services as a foe of the Westinghouse Company (alternating current); that the Thomson-Houston Electric Lighting Company (continuous current) did, as matter of fact, furnish by stealth and through Brown the dynamos of their competitors' company (the Westinghouse), to be used in the electrical executions, the Thomson-Houston people telling Brown to purchase the dynamos, and that they would see that he did not furnish them to the State at a loss in any contingency, and the Thomson-Houston people actually negotiating with a dealer for the machines; that the Thomson-Houston people have paid Brown \$1,000 for 'experiments' destined to injure the alternating current, but which, so far as is known, have not taken place at all; that the Thomson-Houston people have told Brown that they will pay him a large sum of money for 'future expert services,' and that those who are trying to judicially kill people by electricity say themselves, in private, that they do not think the system now adopted (the alternating system) will be efficacious."

Q. Are you the Harold P. Brown mentioned in that article?

A. Yes, sir; and I will further say —

Mr. GOOCH. — You are asked if you are the Harold P. Brown mentioned in that article.

A. Yes, sir, I am.

Q. Mr. Brown, will you explain the whole business? if Mr. Burrage wants it, let him have it.

A. Through a friend of mine during the Kemmler hearing came a threat, "You must quit and let up on this, or there will be a lot of your letters published." I would say that that came through an officer in the Westinghouse Company. If that matter is brought up for judicial inquiry, it can be easily proved. I paid no attention to the threat at the time. I am used to threats and used to abuse, and I think I can stand both. I was thoroughly worn out with the long Kemmler hearing, and went up into Maine, beyond the reach of the telegraph and the mail, on a hunting tour. When I came down, the first thing I encountered was the "Sun," with a page nearly full of letters of mine, and some letters which I never wrote; some letters to which I never signed my name, and to which my name is placed; some letters written to me, and some letters written to me which have been garbled. The whole correspondence was on the editorial page of the "Sun," with some very bitter attacks, calling me every name, — calling me unworthy of belief, and all that. I went at once to the Attorney-General of the State. He said, "Mr. Brown, you are my witness. I asked you to say nothing for publication until Judge Day had made his decision. This is an attempt to break your testimony in the Kemmler case. Mr. Burke Cochran, the philanthropic lawyer who has represented Mr. Kemmler, has attempted to introduce these letters in evidence." As soon as the decision of Judge Day was rendered, I replied to the attacks of the "Sun" in a letter which will be found on the editorial page in the "World," — a letter which is hardly of interest, but still I can read it if it is desired. But when I returned, after seeing the Attorney-General, to New York, I went at once to my office, and found that my desk had been broken open; and, by the way, I may be able to give some valuable points to any gentleman in business who has cylinder-top desks, and who has any chance or opportunity of offending the Westinghouse Company. The person who broke into my desk lifted the desk from the floor. It is a cylinder-top desk. When the cylinder is put down the drawers are all locked. He reached under and shoved up the piece of wood which drops and locks the draws and placed under that a wad of paper, so as to hold it up, and then opened the drawers. He took out a drawerful of letters, took them away, looked them over, consulted in regard to them, and returned some of them and kept others, and afterwards the threat was made that if I did not quit they would be published. The "Electrical Press," of course, made a good deal of it, as, of course, was natural. I don't blame them for it; they have an eye to their advertising columns. and it doesn't pay to offend for the benefit of an independent electrical engineer who does not advertise a concern which takes three pages or more of advertising.

Mr. GOOCH. — I would ask you whether you have any interest in the Edison Company in any way, shape, or manner, or ever have had?

A. No, except, of course, I expect to charge for this trip. It is the first charge I have ever made to the Edison Company, and I will say this: if I can ever do a favor for Thomas A. Edison, if it

takes months of time and all the cash I can raise, I will do it. As far as the Edison Company is concerned, it is a different matter.

STATEMENT OF EDWARD H. JOHNSON.

Mr. Edward H. Johnson was called by Mr. Gooch, and testified as follows : —

Mr. GOOCH. — How long have you been engaged in electrical pursuits, Mr. Johnson, and what has been your experience? Give the Board just a short review of your experience, because the counsel for the Suburban Company seems to want to know about the qualifications of our experts?

A. I may say my experience has been rather varied and extended. It has lasted over a period of thirty-four years, and I think it is sufficient for the purposes of this discussion to say that twenty of those thirty-four years have been spent under the personal tuition and direction of Mr. Thomas A. Edison, largely in the laboratory at first, and subsequently in introducing and exploiting his various electrical inventions on both sides of the Atlantic. For the last five or six years — somewhere in that neighborhood — I have been the President of the Edison Electric Light Company, and various kindred and allied associations, also president of the local company here, and I am now a director in this local company. My experience has been in the direction of practical delving into the subject and handling it, so as to give me that practical knowledge of it which comes only from contact.

Q. You have explained your position and your experience. Now, you have heard the whole hearing here to-night, and I would ask you to go ahead and give the Board what information you can as to the danger or safety of the alternating system, first in relation to life. Address yourself to that first, and then take up the other phases of the system afterwards.

A. I think the best direction in which to speak on that subject is to recall attention to the fact that when Mr. Edison took up the subject of electric lighting, he said there was but one way to do it, and that was to employ low pressure, as a means of safety, using incandescent lamps with what is called the parallel arc, which is the only method by which low pressure can be employed. He started his work on that line, and followed it up until he had completed a system of electrical distribution on that line. He has maintained and carried out that system, and, if I may venture to contradict some statements that have been made here this afternoon, the system is rather a healthy one to-day, throughout the civilized world. Mr. Edison, and the companies which appeared here, have had no reason from the experience they have had, either in the practical working of their own system, or in competing with the various forms of high tension, — some of which have died out, and some of which have appeared too lately to have died out as yet, but they will inevitably do so, — to change their system or to depart from the methods originally established. In that connection, I may say that the New York Illuminating Company, for instance, which employs the low-tension system, and has a capital

of two and a half millions, has just raised two and a half millions more to extend that low-tension system in the city of New York. In Berlin, where perhaps more than any other city in the world practical, hard-headed experience is united to the highest kind of scientific attainments and ability, the low-tension system has been universally adopted, and is to-day being exploited in such a way and with such vigor as to threaten to outdo New York city itself; and the manager of our local company here in Boston, Mr. Edgar, and the manager of our local company in New York, have just been given six weeks' leave of absence, with instructions to go to Berlin and see how the Germans do it, and come back and tell us wherein we can improve and better our low-tension system.

The ground we take is this: we know that the resistance of the human body is so much. Approximately we speak of it as a high resistance. Therefore, it requires a current of high pressure to overcome it. If you do employ a current of high pressure, and if you do overcome the resistance of the human body, you will do precisely that damage or that amount of work, to express it in another way, on the human body that you would do on any electrical appliance which may be subjected to the current. You will destroy it. If the pressure is too great for the resistance to be overcome, the body offering the resistance will be destroyed, and it makes no difference whether it is the human body or a piece of mechanism. To maintain that electricity can be insulated in such a way as to render the employment of a high-tension current absolutely safe is to maintain, in the face of the electricians of the world, an utter absurdity. If you should call upon these experts to testify to the existence of such an impregnable insulation to produce it, I fancy that the Thomson-Houston Company would pay a very large sum for it, for the purpose of introducing it into their motors, with the end in view of better carrying out their big contract with the West End Company. In fact, an impregnable insulation is what all are looking for. That the Feranti system, which has been testified to this afternoon, as it is to be applied in London, will be a success, I think is not held to by the practical, hard-headed electricians whom I have the pleasure of knowing. You have had the testimony of one witness on this point, and you have heard his opinion in regard to the matter. He is only one of ten thousand others, equally well posted, who do not believe that 10,000 volts can be used as is proposed, insulation which is impregnable not having been found as yet, because it is only a problem of insulation. There is no other problem connected with the use of high pressure, — there is simply the problem of insulation: if 10,000 volts cannot be successfully employed, can 5,000 volts, can 2,500 volts, can 1,000 be successfully employed? I think Mr. Edison, Dr. Siemens, and a great many others will confirm my statement, that the problem of creating an insulation which is in effect impregnable has not yet been sufficiently solved to make it safe to employ in locations where individuals can come in contact with it, a current high enough to do damage to the human body. And there is absolutely no object in doing it, save the one commercial object of economizing on your investment, — that is all. The

Edison people have throughout the world invested the necessary money to install a thoroughly commercial, safe, and reliable system. Their competitors have sought to gain an undue advantage over them, a commercial advantage, by creating a duplicate of their plants in various cities throughout the world, with a less investment, by employing high tension. That is all there is to the subject. In the matter of danger from fire, there is a good deal of humbug talked in relation to that question.

The Westinghouse Company is just out in a public challenge, addressed to the Edison Company, in the New York newspapers. They have ignored various challenges that have been addressed to them, and they are now out with this challenge. The challenge avoids the only solitary issue between the Edison Company and its competitors, ignoring the question of the Westinghouse current being dangerous to life, and turning over and addressing themselves entirely to the question of danger from fire. Now, in 1882, I wrote a letter to the London "Times," — I think it was the London "Times;" but it was one of the London papers, — which was published, and which I accidentally came across the other night. I am very sorry I haven't it here, but I didn't know as this question would come up. I wrote it as the representative of Mr. Thomas A. Edison in London, and called attention to the fact that, in so far as dangers from fire were concerned, there was little or no difference, — in fact, not the toss of a penny, — as between one system and another. Fire is produced by heat; electricity will produce heat if it meets with resistance. It makes no difference whether the electricity has ten units or ten thousand units of pressure; if it is there in sufficient quantity it will produce heat, with resistance, and if the conditions are right for it the heat will produce fire. The only safeguards against fire are intelligent workmanship and the best insulation we can obtain. As to the difference between the alternating and the direct current, described by Professor Morton this afternoon, what he has said is perfectly true, from a theoretical point of view; namely, you can separate the two wires of an electric arc-circuit, and obtain the conditions which he has alluded to. That is, using the direct current you can separate the two wires for quite a space, and still maintain your arc; while with the alternating current there is a shorter arc than there is with the continuous current, and a separation of a few inches will break the connection. But that is not the way in which the great majority of fires, ninety-nine out of one hundred, which arise from electric wires are caused. Consequently that fact becomes of little consequence. What is of consequence is the fact that when you employ a high power your insulation is put to a greater strain than when you employ low tension, and the breaking down of the insulation, which is liable to occur, allows the electricity to travel where it is not intended to travel, which is the real cause of many fires.

I don't want to go into any other branch of the subject, but simply want to speak a few words in this direction, calling your mind to the reason why the Edison system was started as a low-tension, and why it continues to be a low-tension, system; and I

desire to state that the people who have their money invested are apparently very well satisfied with it. As I was notified lately, one company employing low tension refused to lease its lines on a guaranty of ten per cent. on the entire capital, so well were they satisfied with their enterprise. So the Edison people will probably go on making these large investments, which will bring to your houses this low-tension system, which is an absolutely safe system, and they will go on expending money, ingenuity, and brains in the effort to perfect the insulation and the method of installing a plant so as to obviate fires. You speak particularly of lamps in use in New York city to-day. The statement has been made that the Westinghouse system has many times as many incandescent lamps in New York city as has the Edison system. That statement was made in connection with an allusion to the United States Company, the Manhattan Company, and the Westinghouse Company, naming several companies in New York city, and the inference was drawn that the Westinghouse Company had all these lamps in New York. I simply want to call attention to the fact that practically to-day the Westinghouse Company is the only live company in New York city opposed to the Edison system; and I question whether the Edison system or the opposing system has the greater number of lamps. The statement made that the opposing system has a much greater number of lamps I think needs verification.

Q. Will the converter prevent fire in any way?

A. On the contrary, the interposition of anything, I don't care what it is, in the path of an electric current generates heat. The creation of heat produces fire; I don't care whether it is by means of a converter, or what it is. It is there, and it is caused by the obstruction to the electric current. Take, for instance, what is known as the safety fuse, or cut-out, as it is technically termed in the trade, — a thing which is made compulsory by law, and which is more and more strongly insisted upon every day as a safeguard, for the very purpose of preventing fire. That one thing has been more fruitful in causing fire than any other one thing in the business, because the wire has to be intercepted at this point and connections made. Those connections are made with screw-heads, and it is necessary that the best manner should be employed in making them. A bad connection means resistance; as I said before, resistance means heat, and you are apt to have fire there, caused by the very thing which you employ for the purpose of safety. That has led to the abandonment of wood and other inflammable materials in the construction of the cut-out, and it is now made out of porcelain and other non-inflammable material. That is one of the developments of the art. These developments are taking place every day, and a good plant can be installed if care is taken to do the work in a conscientious and workmanlike manner. It is only a question of money. I will light this room for you in such a way that you will lose a wager, if you make it with me, that the building will not burn down before midnight. On the other hand, the converse is true. If I can fix the room in such a way that you will have a fire here by purposely having the

construction here in a certain way, it is equally true that the construction can be such, if you wish to expend the money to have it so, as to make it absolutely impossible for a fire to occur. I will contract to wire the room in such a way that Professor Morton himself could not produce fire if he tried.

Q. What system is that?

A. I don't mean by any particular system; I mean simply to do the work in such a manner, using the intelligence I have of the nature and character of electricity, and safe-guarding it in such a way that a fire will not occur. That, of course, is to be done without regard to expense. That is the whole question, as relates to danger by fire from electric wires. It is simply a question of the expenditure of money. By making proper expenditures you can obtain any percentage of safety that you wish, it makes no difference what it is.

Q. So you would say if there were two or three companies in competition that it would not be as well for the public in that regard?

A. If there are companies in competition, it means the cutting of prices, and the cutting of prices means, according to the consciences of the competitors, that they will do the work good, bad, or indifferent. That is all there is to it. Remove the element of competition. Suppose the whole electric-light business to-day to be a trust, against which so much is said. You come to me and want me to supply an electric-light plant in your mill. I would supply that plant with apparatus, material, and labor, the best that could possibly be found anywhere, and you would pay me for it. That is all there would be to it. You would never have a fire.

Q. But you wouldn't hold in any way that, by any insulation known, the high-tension alternating wires could be properly protected, inside or outside of buildings, so that they would be safe to life?

A. There is no insulation yet discovered that will stand high tension permanently, under the conditions that actually exist in practice.

Q. Speaking of alternating systems, do you know anything about the condition of such systems in London?

A. I am very familiar with the history of electric lighting in London. I know of the passage of the first act, and I was present as a witness before the parliamentary committee having that matter in hand. It resulted, as several predicted that it would result, diametrically opposite to what was intended. The title that it bore was, "An Act to prevent Electric Lighting," and it resulted in the absolute prohibition of electric lighting. That continued in force for several years. It was then modified, money was put up, and finally a new act was passed. Since that new act was passed a number of electric lighting organizations have been perfected in England and progress has been made. I haven't been over there personally for some time and I don't know what they are doing there now. I know the Edison low-tension system in London has not received the development it has received elsewhere, from the fact that the Edison Company abandoned what I

consider of more importance than the Edison lamp, namely, the low system of distribution, as being a matter of no consequence, and gave their entire time and attention to litigation on the lamp patent itself. They obtained favorable decisions on that lamp patent, and to-day the Edison Company in London is nothing more or less than a lamp-manufacturing factory, not an electric lighting concern in any sense of the word; whereas, in Germany, and other countries — the United States, for instance — proper value is attached to the proper system of electrical distribution, and, in consequence of development in that direction, the company receives its natural growth.

Cross-Examination.

MR. BURRAGE. — Are you a director in the Edison Electric Illuminating Company of Boston, to-day?

A. Yes, sir, I am a director in the Boston Company.

Q. Are you aware that your company has ever opposed any extension of the overhead lines of the Boston Electric Light Company?

A. I cannot say in regard to that from my own knowledge — which compels me to confess that I am not a regular attendant at Board meetings, as I reside in New York, and only get here occasionally.

Q. Do you know whether or not there is any arrangement existing between the two companies to-day, whereby the business of the Edison Company is restricted to incandescent lighting, and the business of the Boston Electric Light Company is largely confined to the arc lighting system?

A. I don't know. If there is any such arrangement, it is under the rose, so to speak. I am a director in the parent company, and I know they are not authorized to do anything of the kind without referring to us.

Q. Is the Edison system, in your opinion, a comparatively safe one as regards fire.

A. It is the safest in the world, without exception. There isn't any question of that.

Q. Will you explain how it is that, within the short space of a few months, three of your central stations, one in Boston, one in Fall River, and one in New York, have taken fire?

A. Very simple, — poor workmanship and lack of intelligence in constructing the stations. The stations were constructed of inflammable material, the interior of the dynamo-room being lined with boards, for several years thoroughly saturated with oil, making regular magazines. They were bound to take fire. But we have been taught by experience in regard to that matter, and we do not construct them so nowadays.

Q. How long had the station in Boston been constructed when it was burned out?

A. Well, it was two years or something like that.

Q. Within a recent time?

A. Yes, sir. The building was constructed as a fire-proof building, and it was a fire-proof building; but the fire-proof quality

was destroyed by lining it inside with these inflammable materials, — not using the proper materials to effect proper electrical insulation inside the station.

Q. Has your Edison Company in New York city had many fires?

A. They had a rather serious one in New York, the other day — burned out the Pearl-street station, and lost \$150,000.

Q. I mean outside the station?

A. There have been incipient fires — quite a number of them. For instance, a short circuit would take place, and there would be a flash, and if it came in contact with any inflammable material that might be in close proximity to it, there might be a fire. One thing about electricity is, that when it does anything of that kind there is an explosion, and it notifies everybody at once that something has happened. These things which I have been referring to as dangers we are seeking to guard against all the time by proper and intelligent work.

Q. Have you ever known of a fire in New York city caused by secondary wires of the Westinghouse system?

A. No, I don't follow those things myself. If I see a description of a fire, and see a statement made in the paper in regard to it, I may simply glance it over, and that is the end of it as far as I am concerned. I would not follow it up, and I don't concern myself with the doings of other companies.

Q. So far as you are aware you don't know of any fires caused by the Westinghouse system?

A. I have heard of quite a number of them, but I couldn't attempt to recall them. I see accounts in the paper every day of fires caused in such and such a way, where such a station is burned, or such a house is burned down, caused by an electric-light wire, but I don't follow it up and therefore I cannot testify in regard to it. I would not undertake to do so.

Adjourned, at 11.35 P.M., on motion of Alderman Folsom, to meet on Wednesday next at 2.30 P.M.

ADJOURNED HEARING.

WEDNESDAY, Feb. 5, 1890.

Adjourned hearing at 2.30 o'clock P.M. before the committee of the whole Board of Aldermen, on the petition of the Suburban Light and Power Company for pole locations in Roxbury and Dorchester.

Alderman SMITH in the chair.

Appearances same as before.

The CHAIR. — The committee is ready to proceed with the hearing.

Colonel BENTON. — Mr. Chairman, I appear at the request of Mr. John C. Paige and other underwriters who have signed the remonstrance against the petition that is now before the Board,

which remonstrance has been filed with the clerk. Mr. Paige, Mr. Howes, and one or two other gentlemen who signed this remonstrance, are present, and their engagements are such that it would be convenient for them if they could say what they have to say at this time and go away. Therefore, I will ask Mr. Paige to make any statement to the committee that he may think proper upon this subject, first.

STATEMENT OF JOHN C. PAIGE.

Mr. Chairman and Gentlemen of the Committee, — On the 10th of January I learned of the fact that the Mayor had in contemplation an arrangement with another electric light company; and from the information which came to me, it seemed to me that there was a possibility of the duplication of the overhead wires in the central parts of the city. I considered the matter as well as I could in a few hours, and got such information as I could in the time that was available. Learning that it was probable that action would be taken by the Mayor that day, or early the next day, I prepared a remonstrance or protest, which I signed myself, and sent out among my fellows in the fire insurance business for signatures directly after 2 o'clock of the afternoon of that day. Such signatures were obtained as could be obtained before 5 o'clock that afternoon, and then the protest was sent to the Mayor. It was impossible for me to take this about myself, and the young gentleman I sent with it was not sufficiently familiar with the subject to answer questions that were asked by three or four persons who, because they could not get answers to those questions, did not sign the protest; but all others to whom it was presented did sign it, and several of those gentlemen who did not sign it stated to me the next day that if they had properly understood the matter, or could have had it properly explained to them, they should have signed.

This much by way of prelude and an explanation of why there were not more signatures upon the protest. I think perhaps about one-half of the funds invested in fire underwriting in this city, foreign and domestic, are represented on this protest.

The purpose of the protest, as is stated, is simply to protest against any unnecessary duplication of overhead wires in the city of Boston. We start out with the general statement that we believe the use of electricity and the extension of wires is attended with some danger. By that we do not mean to say that we know what the danger is, or the extent of it, or the difference between one kind of electric wire and another; but simply that it is attended with some danger. Because of that fact, we believe there should be as few electric wires as can be gotten along with, and have the public interest properly served. To this protest we added that if, in the judgment of the city government, it should be necessary to place more electric wires in the city, we hoped that all due and known precaution would be taken to secure their insulation and protection in the best manner possible. This is distinctly the position of the underwriters, and it is not an effort on our part in

any way, shape, or manner, so far as I am able to learn from interviews with some of my fellows in the business, to take sides for or against any company or any system. We simply confine ourselves to the general statement, that we wish no more electric wires in the city than are absolutely necessary for the proper conduct of the business, and proper recognition of the circumstances, and we wish all such electric wires as are in the city to be protected in every known way.

It hardly seems necessary to take up your time with a statement of this kind, but I will add that the underwriters' position is simply this: As we stand we are the representatives of capital engaged in a business that is expected to be a money-making business. It is expected to collect the premiums of the many, and pay the losses of the few. We can regulate in time, our income by advancing all rates in such a way as to provide for any increase of hazard we may have, or that may arise. Properly, within the narrow interpretation or function of the underwriter, he has nothing to do but to take hazard as it exists, and determine what rate is necessary for the interests of the persons who had put their capital into the business, to charge for that hazard, to be collected from the property-owner, or let the property-owner go without insurance. In process of time, however, the underwriter has come to be something more than the mere exponent and representative of a money-making machine, or corporation, or institution, and has come to be looked upon by citizens generally as a person who, from the nature of his business, is engaged in investigation of the various hazards that surround real and personal property, knows something of their nature, knows something of their means of prevention, and because of the fact that he is expected to have, and does have this technical knowledge, and this greater knowledge than the average citizen engaged in other lines of business, he is expected to come forward and say to the public as a whole when he thinks danger is imminent, and how he thinks it can be prevented. He is expected to go farther, and say to the individual property-owner what he can do to make his risk safer and the danger to life less. Because of this, the underwriter has grown up as a suggester of improvement, a person engaged in pointing out how the gross returns from the business in which he is engaged shall be made smaller with the hope that by making the gross returns smaller, he will make the net returns greater. It is supposed, and it is a fact, in the fire insurance business, that if we can minimize the risk and reduce the dangers of fires, we can, notwithstanding the reduction in the rate charged, make greater profit for our stockholders. That is the view which brings the underwriters to City Hall, or before the city government, in any capacity, or in any method of representation for the purpose of making suggestions regarding franchises that should be granted by the city, and the manner in which they shall be exercised if granted. It clearly is not the duty or position of the underwriter to oppose public improvement, or stand in the way of progress; neither is it the position for the underwriter to assume that any one company, or any one system should be admitted to the exclusion of other companies and other systems, and the point

that I desire to make in my own behalf, and in behalf of those who are stated as favoring our protest, is simply, that we object to the unnecessary increase of hazards in the city, and the unnecessary duplication of wires by of this or any other service which we believe is attended with danger. It may prove to be the cause of fires, or may lead to the extension of fire-loss if a fire is once started.

Mr. BENTON. — Mr. Paige, let me ask this: If you think it is necessary, for the purpose of producing a reasonable price or a proper service, to permit another electric light company to put poles and wires in any part of the city, when a proper service is already given by the existing company, and a reasonable price can be had without admitting another company to any part of the city? Do you think, under those circumstances, that that company ought to be admitted, looking at it from your own standpoint as an underwriter?

A. No, sir. I should say that your question aims exactly at the marrow of the subject that I have attempted to outline, — that there should be no unnecessary duplication of the electric service.

Q. Has your attention been called to a letter dated the 28th of January, addressed to Mr. Albert C. Burrage, treasurer of the Suburban Light and Power Company, signed by ten gentlemen who signed the protest which you have headed?

A. Yes, sir.

Q. What have you to say in reference to that?

A. Simply that those gentlemen are residents of the sections of the city to which the letter refers, and they believe that their interest as citizens, or otherwise, is sufficient ground in the admission of another company to that section of the city, outweighs their objection to the general principle of the unnecessary duplication of wires, and that in the letter they specially reserve to themselves their original position or opposition, so far as it relates to the city proper.

Q. I notice that the original remonstrance is signed by Guild & Eastman. If I understand, that firm represents the Liverpool, London, & Globe Company, which has an invested capital of about \$25,000,000 in the business?

A. Yes, sir.

Q. I notice that the letter to Mr. Burrage is signed by G. A. Eastman; is he of that firm?

A. He is, sir, the junior partner.

Q. One is signed by Guild & Eastman, and the other by Mr. Eastman alone. You know nothing about that, except what appears on the papers, I suppose?

A. No, sir; not at all, except that Mr. Eastman lives in Dorchester, and Mr. Guild on the Back Bay.

Q. I do not know if you can tell, but if you can, I wish you would tell, how many of the ten signers to this letter to Mr. Burrage are brokers, or not direct agents of companies?

A. Eight of them are direct agents of companies, — what are known as principal agents, — one is a secondary agent, and the other is not known to me as engaged in the insurance business.

He may be for all that. There are a great many people engaged in the insurance business, brokers, and minor agents in the city, whom I do not know even by name. I do not wish to do the gentleman an injustice. He may be in the business.

[Mr. Benton read the remonstrance of the fire underwriters, and the letter to Mr. Burrage in connection with the remonstrance, printed in the early part of the hearing.]

Mr. BURDETT. — Mr. Paige, I would like to have you state, if you know, what the attitude of the companies now doing business in Boston — the Boston Electric Light Company, or the Edison Illuminating Company — has been towards the underwriters, with respect to any regulations that the underwriters have made, or any suggestions which they have made, looking to the decrease in the fire hazard from the use of electricity.

A. I should answer that in something more than a narrow sentence, with a few words by way of introduction. When the system of electric lighting was first brought forward it seemed to some of those permanently engaged in fire insurance in this city necessary to provide some means for its regulation, and a strong effort was made at that time to get the best available information, and to surround the introduction of electric wires with such safeguards as had then been devised. That work, beginning, as the art of electric lighting began, in a very crude way, has kept pace fairly well with the advancement of electric lighting; and we have had, in the main, the constant coöperation of such electric light companies as have been engaged in the business in Boston. By whatever name they have been known, they have coöperated with the insurance companies, the position taken by the insurance companies being that it was better to harness this danger as far as possible, and control it, than it was to let it run wild; and I believe that, as a result of the action of the underwriters and the acquiescence of the electric light companies, who have paid all of the cost of it, we have had a system of assessing upon the electric companies, before our examinations, a sum sufficient to practically pay this cost, until the time came when there were so many isolated plants that it was necessary to put some part of the cost on to some one else, rather than to put it on to the companies engaged in public lighting. But, in the main, the cost of this supervision has been paid by the electric companies. The result of the plan which has been adopted by the underwriters in supervising electric lighting, and, in fact, of the electric wiring in this city, is, that this city is in a more completely guarded condition than almost any other city in the country, so far as danger from fire is concerned.

Q. What would be your attitude, Mr. Paige, as a citizen and as an underwriter, towards the introduction of the proposed system of arc lighting in the streets of Boston, with such incidental commercial business as the company operating those lights might get, if the system proposed was one that had never been put into actual operation anywhere, and which exists merely as an experimental plant to-day, with sixty lights, or thereabouts, in its factory? And whether that opinion would be changed or modified by what different electrical experts might say about it one way or the other?

A. The question is a difficult one to answer, because a direct answer that I should oppose it would be placing myself in opposition to the development of science, and it is quite possible that some one may have somewhere an experimental plant, or is working upon a new system, which, if introduced, would produce results very much tending to decrease the safety or to increase the safety of electric lighting. But I should rather they would try it in some other place where there are not so many values concentrated as there are in Boston.

The CHAIR. — Mr. Paige, I would like to ask you one question. Is there any truth in the report that if another company is allowed to put up wires and poles in this city, that fire premiums will probably be increased?

A. No, sir; not a tangible proof.

Q. Has it been discussed by the underwriters?

A. It has been discussed informally, never formally. There is a general statement that I would make, that if the work of the Fire Department was impeded, or the number of fires increased, the inevitable result would be an increase in the cost of insurance.

Colonel BENTON. — I meant to have asked you if this matter had been brought up at any meeting of the Board of Underwriters, and any formal action taken by them, or whether they had simply taken the action that is shown by presenting this petition.

A. It has not been brought up at any meeting of the Board of Underwriters, and it would not be likely to be, until it is in a very different shape from what it is now, because the Board of Underwriters avoid, as far as possible, as a Board, dealing with questions of this kind at this stage.

Mr. BURRAGE. — Then, so far as you know, Mr. Paige, the Board of Underwriters have taken no action in this matter?

A. I am quite positive they have taken no action.

Q. And you appear here merely as an individual member of that Board?

A. That is all, sir.

Q. Have you any objection to the Suburban Light and Power Company?

A. Not the slightest; its president is one of my warmest personal friends, and has been for years.

Q. Are you aware that the fire underwriters of New York, as a Board, after careful investigation, and six or eight years' experience, have found that the use of electricity in lighting has decidedly reduced the fire risk attending the use of artificial light?

A. No, sir; I am not.

Q. Are you aware that in the factories of New England, where the electric light alone is used, that those factories have to pay a less premium than where other kinds of light are used?

A. I am, sir.

Q. Then you are not opposed to the extension of electricity if properly regulated?

A. Not at all, sir; I am in favor of it.

Q. Then, it is not true that your position here is largely with the desire that whatever system is introduced, or whatever exten-

sion of wires is made, shall be done under proper regulations in regard to insulation and attachments?

A. Yes, sir.

Q. During the course of the past year, have you appeared here in favor of the introduction of the overhead system of the West End Street Railway?

A. I have, sir.

Q. Are you aware of the amount of current that is carried upon those overhead wires of the West End system?

A. I made a careful investigation, sir.

Q. And you are aware that it is a much heavier current than is carried upon electric-light wires?

A. I am so informed.

Q. And you are also aware, and were at the time of the introduction of those wires, — which you favored, — that those wires have no insulation of any kind whatever?

A. I was; yes, sir.

Q. Then it is possible, is it not, that the extension of electric wires, properly regulated, can have no objection on your part?

A. Quite possible; entirely so.

Q. Supposing that in the territory of Roxbury, West Roxbury, and Dorchester, containing between 100,000 and 150,000 inhabitants, the majority or the large proportion of those people were in favor of the introduction of new wires and poles, in order that they may be sufficiently provided with electric lights, — and there are of electric-light wires in that territory but a little more than 28 miles, — would you not be in favor, under proper restrictions, of allowing new wires and poles to be put in to supply that territory?

A. Certainly, if there was no other way to supply it.

Q. Are you aware of any difference between the arc alternating system, proposed to be introduced here, and the alternating incandescent system?

A. I have tried to ascertain what the difference was, and I don't know that I thoroughly comprehend it.

Q. I don't know that there is any difference, do you?

A. I supposed that there was, but I have no practical knowledge.

Q. Then, if experts who are familiar with the apparatus, and are qualified to state, say there is no difference, you would be no more opposed to the arc light alternating system than you are to the alternating incandescent system, would you?

A. The only difference that I should make would be after I had tried to carefully digest the opinions brought forth on the two sides. Both sides will call experts, who will take opposite sides of the question, and where the doctors disagree it is very difficult for a layman to decide.

Q. But suppose all the doctors agree that there is no difference between the alternating arc lighting and the alternating incandescent lighting — what would you say then?

A. Then I should bow to their superior knowledge.

Q. Are you aware that the alternating system has been very

largely introduced into New York city, and into very many towns and cities of this Commonwealth?

Mr. BURDETT. — Do you mean the alternating arc system or the alternating incandescent system?

Q. I refer to the alternating incandescent system.

A. Yes, sir; I have been so informed.

Q. Are you aware that the lamps lighting this room are of the alternating incandescent system?

A. I never had occasion to investigate the question.

Alderman FOLSOM. — Mr. Paige, I would like to ask you professionally what your definition is of the City of Boston?

A. When I drew the protest, sir, it had reference to the entire city limits represented by the 12 Aldermen. My definition to-day is the same.

STATEMENT OF E. B. HINCKLEY.

Mr. Hinckley was called by Colonel Benton, and testified as follows: —

Mr. BENTON. — You appear here as having an interest in this matter, and I wish, if you will be so kind, that you will state to the committee just what your position is. You are, I believe, secretary of the Neptune Fire and Marine Insurance Company?

A. I am. I suppose my position is exactly the same as that of all the gentlemen who have signed this protest. That is, everybody is aware — I suppose it is self-evident — that the multiplicity of electric wires is a great hazard. Undoubtedly it is a necessary one, but it is a very great one. We have had abundant proof of that within the last month, and it has been a very dear experience, both for underwriters and real-estate owners. Our position is, that we desire not to have that very great hazard increased unnecessarily. That is substantially all that I think I should have to say. It is reduced simply to the question of necessity. If it is not absolutely necessary that this hazard should be increased, we all feel that it ought not to be increased.

Colonel BENTON. — I want to know, Mr. Hinckley, whether this is a matter of very general consideration and discussion among the underwriters of the city as a whole.

A. As Mr. Paige has said we have not formally considered the question in our Board, but we have had very frequent informal consultations together in regard to it, and I think I may say it is the general feeling, if not the universal feeling, that to multiply the wires is to multiply the danger in a geometrical ratio rather than in an arithmetical ratio.

Q. By the way, I believe, Mr. Hinckley, you have been for years on the Electric Committee, as it is called, of the Board of Underwriters?

A. Yes, sir, I have been on that committee, but I should disclaim having any very technical knowledge.

Q. Is that committee charged with duty of looking into the matter of the use of electricity as affecting fire risks?

A. Yes, sir.

Q. Now, what do you mean by this increase in a geometrical ratio?

A. Suppose there are cross wires. Take every additional wire that is added, supposing that there are 20 wires underneath it where a ground may be made, increases the danger enormously, and with 20 wires underneath it you have 20 different sources of fire. That is all.

Q. I will put to you the same question that I put to Mr. Paige. Assuming that a proper service and a reasonable price can be obtained, without allowing another company to come into the city, or any part of it, would it, in your judgment, be consistent with safety and propriety to admit another company?

A. No; it would seem that that was so evident that it hardly needed an expression of opinion.

Mr. BURDETT. — I would like to put to you the same question that I put to Mr. Paige — What has been the attitude of the present companies towards the underwriting interests of the city?

A. It has been, on the whole, very harmonious, and the disposition manifested by the present companies to aid the underwriters in every way in lessening the danger, acceding to any suggestions that would lessen the danger, has been quite usual and uniform.

Q. Have you any interest, directly or indirectly, in any of the present electric companies?

A. No, sir.

Mr. BURRAGE. — In connection with the question asked you by Mr. Burdett, has any action ever been taken by your board as to the kind of wires, or the insulation upon the wires, that shall be used in the city?

A. A committee has been appointed to look into the matter and see whether there were any wires that were specially dangerous, but that committee has not come to any conclusion or made any report.

Q. Are you aware that the use of what is now called the Underwriters' wire is generally condemned by fire insurance underwriters?

A. You mean in this city?

Q. Anywhere.

A. I don't think I could say that of my own knowledge.

Q. Are you in favor of the use of the Underwriters' wire by electric light companies?

A. I think that before answering that question I shall have to ask that our committee be allowed to get more light on the subject. It is a subject that we are considering, and we wish to have some one that knows more about it than we do to consider it.

Q. You mean more about electric lighting?

A. Yes, sir, electric light or various kinds of light — light coming from various sources.

Q. Did you sign the remonstrance which Mr. Benton read here to-day.

A. I think the representative of our company signed it; the president — I am not the president.

Q. Do you remember the opening sentence of that remonstrance, which says: "The undersigned fire underwriters, doing business in this city, respectfully represent that, while it is evident that electricity is to be generally used for light and power" — do you recall that sentence?

A. Yes, sir.

Q. Are you of the opinion that that statement is true, that electricity is to be generally used hereafter?

A. I have no doubt it is.

Q. Then is not your position rather one not of remonstrance against the general introduction of wires, but that they shall be put in in a proper way and shall be properly regulated?

A. I am also of the opinion, more than that, that there ought to be no more of them than the public interest requires.

Q. Then what you would oppose is the use of unnecessary wires in the city?

A. Both unnecessary wires and all wires that are not protected as well as they can be, with the present knowledge of the art.

Q. You would not be opposed to the use of the system whereby a much larger number of lights could be furnished upon one wire with the same degree of safety, as compared with the use of a system which requires many wires to furnish the same number of lights, would you?

A. The only question, as I say, with the underwriters, is safety.

Mr. GASTON. — Suppose that certain portions of this city are insufficiently lighted, and in the neighborhood of those sections they complain that they cannot get all the light and power they desire from electricity, shouldn't you be in favor of the city government doing something to give them that relief?

A. Well, I should think it devolved on the city government to use its best efforts to find some method to meet their wants, without increasing the public hazard.

Q. You don't quite answer my question. Suppose that sections of Boston are without sufficient electrical light and power, and they cannot get it, should you see any objection to a company being incorporated, and having a right to put in poles, in order to supply that service, if it can do so properly, when the citizens cannot get the service in any other way?

A. If they can do it, at the same time guarding the public safety.

Q. That is, if the present company doesn't supply the wants of the inhabitants, you should be in favor of another company being given the right, with due regard to safety, to come in and supply those people? You would be in favor of giving that company that chance?

A. My answer to you is, that, under those conditions, I would give it to any company, if I was assured that there would be no increase of hazard.

Q. Wouldn't you give it to a company that exercised proper care and prudence?

A. If it demonstrated the proper prudence and care, certainly.

Mr. BURDETT. — I would like to ask Mr. Paige a question — whether he has any interest, directly or indirectly, in the electric light companies that are now operating in Boston?

Mr. PAIGE. — No, none whatever.

STATEMENT OF OSBORNE HOWES, JR.

Mr. Howes was called by Colonel Benton, and testified as follows : —

Colonel BENTON. — Mr. Howes, you are the secretary of the Board of Underwriters?

A. I am.

Q. You signed this remonstrance?

A. I did not.

Q. Do you approve of it?

A. I generally approve of it, yes.

Q. Now, I wish you would make to the committee any statement that you may desire with reference to this matter, and you might state what you find to be the belief prevailing and entertained generally among the underwriters of this city on this subject?

A. I have very little to add to what has been said by both Mr. Paige and Mr. Hinckley. There are, perhaps, one or two things that they have not touched. One is that it has been our experience, for the last six or seven years, since we have had any dealings at all with electric light companies, that they have invariably had a "safe method." I think the representatives of the Boston Company, the Edison Company, and all the companies that came before the Boston and the Edison, that we have had business relations with, have almost invariably insisted that the systems they had in use were unquestionably safe. We have arrived at a point now when we doubt any assertions on theory as to safety. The other point that I would add is this, that it seems to me highly questionable whether, for the advantage of a small gain to the city, it is desirable to introduce too keen competition in electric lighting. Like a great many other things, very cheap electric lighting is very apt to be dangerous electric lighting, just as the cheapest kerosene oil is the most dangerous. We have three inspectors employed in the work of examining the various installations of electric light companies, and, even though they are employed all the time, it is utterly impossible for them to be sure that all the work which is done, either by the companies themselves, or by the various wiring companies at their call, is properly done. Quite an amount has to be taken for granted, and when a contract is made with individuals doing the work at a low price, it has been our experience that the work has been badly done, in the sense that it has been dangerously done. Therefore, I think most of the underwriters would look with considerable apprehension on anything like a rivalry in prices between the electric light companies in Boston — that is, a keen competition which would compel all of those engaged in it to resort to all possible efforts for the purpose of economizing in construction. I don't know that I have anything further to say.

Q. Then, Mr. Howes, if a proper service and a proper price can be had under the law, from the existing companies, would you be opposed or not to the introduction of another company anywhere in the city?

A. I should think it would be unwise, on the assumption that you have taken.

Mr. BURDETT. — I would simply ask the same questions that I have asked of the other witnesses. I think you have answered that the attitude of the existing companies towards the under-writers has been one of coöperation and not one of opposition, has it not?

A. It has, as a general rule.

Q. Whether you have any interest in any of the companies at present existing in this city?

A. Not the slightest.

Mr. BURRAGE. — Mr. Howes, just what is the official name of the Board with which you are connected?

A. Well, which Board do you have reference to? The electrical matters come under the charge of the Boston Fire Under-writers' Union, of which I am the secretary.

Q. How is that union supported at the present time?

A. It is supported and maintained largely for the purpose of carrying on electrical inspection. Practically, that is all the work it does. It is supported chiefly by contributions or assessments, that we put upon all electric light companies, and upon all wiring companies that are carrying on the work of installation.

Q. Then, substantially, the support at the present time, so far as the Union is concerned, is derived from the present electric lighting companies of this city, and the wiring companies?

A. And all the companies doing business coming under the supervision of the Union.

Q. Are the present systems of electric lighting that are in use in this city perfectly safe as regards fire?

A. I believe not.

Q. Do you know what systems are in use in this city at the present time?

A. Generally, yes — I couldn't say all.

Q. Will you distinguish them as far as you can?

A. Well, there are the regular arc light systems, and the regular incandescent systems.

Q. What do you mean by the regular incandescent systems.

A. The Edison system.

Q. Any other kind?

A. Then there is the incandescent alternating system.

Q. By whom is that system operated in our city?

A. I believe by the Boston Electric Light Company and one or two other small companies.

Q. Do you know about the number of lights furnished by the alternating system through the Boston company?

A. I have no idea.

Q. Do you know what proportion of the fires, which you have mentioned, in this city for the past six or seven years have been traced to electric wires by either of your associations?

A. I could not tell.

Q. Can you tell the relative proportion?

A. Oh, it varies from year to year. I should say in some years it had been six or seven per cent. of the fires in Boston.

Q. Have you any definite data upon that subject?

A. I have not it with me. We have prepared it, but I don't carry it in my mind.

Q. Is it not possible that, from your experience, you would judge that new methods might be devised in electric lighting which would be both cheaper and safer?

A. Undoubtedly they will be devised.

Q. And it is possible that they may be devised now, is it not?

A. It is possible.

Q. You have stated here that in your inspection you took a certain amount for granted?

A. We are compelled to.

Q. Are you aware that there is any difference in the system of examination pursued by the New York Board of Fire Underwriters and this Board here?

A. I imagine that there is a wide difference.

Q. At the present time, which do you consider the most strict?

A. Ours; decidedly so.

Q. In what way?

A. We have a more thorough system of inspection, and, on the whole, a better system of rules.

Q. How far is your system of inspection carried here in Boston in detail?

A. We examine every installation. Of course, where a building is in process of construction we cannot keep a man there constantly, but before the system is put into use it is tested by our men, and the wiring, so far as practicable, is examined.

A. Are you not aware that in New York a similar process is carried out at the present time?

A. I am aware that in New York they do not have the number of men engaged in the work that we have here, and there is a much larger field for them to cover.

Q. How is it at the present time?

A. I cannot say what changes they have made within the last twenty-four hours, or within the last week.

Q. Suppose you take it within the last month?

A. That I couldn't say. I haven't followed the system recently. — within the past few months, perhaps.

Q. If a new system were introduced here, and the fire interests were sufficiently protected, would the underwriters object to it simply because it was new.

A. Not because it was new.

Mr. BURDETT. — As an underwriter, Mr. Howes, are you in favor of trying the experiment in the streets, houses, and stores of the city of Boston of a new and untried system of electric lighting?

A. I think it would be better to have it tried somewhere else. Let it be tried in New York.

Mr. GASTON. — Suppose it had been tried, and with success?

A. A thorough trial; yes, sir.

Q. If it had been tried in Europe, and they were satisfied with it?

A. If it had been thoroughly tried, that would be sufficient.

Mr. BURDETT. — Governor Gaston, what is the meaning of your question — whether by the system which you refer to you desire the inference to be drawn that it is the arc lighting system of the Westinghouse Company?

Mr. GASTON. — I assume that the proof will be put in on that point.

Mr. BURDETT. — I have asked the question.

Mr. GASTON. — I don't propose to discuss that question now. It will be put in in evidence, I think, and I shall argue upon it, and I don't think it is necessary to go into any cross questioning at this time.

The WITNESS. — There is one question, perhaps, that I had better explain. The Boston Fire Underwriters' Union, of which I am secretary, and which has charge of electric lighting, is formed of all the insurance companies doing business in Boston, and the Boston Board, of which I am also secretary, is formed for other purposes.

Mr. GASTON. — Mr. Howes, suppose there is a portion of the city which is insufficiently lighted and furnished with power, and the existing companies do not furnish it, wouldn't you say, that, if some other corporation was willing to furnish it at a fair price, with sufficient safeguards, that they should have the right to do it?

A. If the other corporation could not be compelled to do it.

Q. Well, suppose they don't do it?

A. As I understand, any public corporation can be compelled to perform its public duties.

Q. Do you understand that there is any process by which the Boston Electric Light Company can be compelled to put wires in different sections of Roxbury and Dorchester?

A. Yes, sir; I understand there is.

Q. What is it, please?

A. Under the contract with the city.

Q. Is there any such contract existing?

A. Well, I will mention that it might be made.

Q. Suppose the existing companies do not do their duty — suppose they have the power to do what is asked of them, and don't do it, and another company is willing to do it, properly and readily, wouldn't you give the right to the other company?

A. Yes, if the first one couldn't be compelled to.

Colonel BENTON. — I would ask you whether your income or salary is in any way dependent upon the Union?

A. Not in the slightest.

Q. I suppose if there was an increase in the companies you would get more income, but I want you to stand properly before the committee in that matter.

A. My position as secretary of the underwriters is an honorary position, giving me, I am compelled to state, no emolument whatever. I receive nothing, directly or indirectly, from the electric light companies.

Q. You were asked in rather a pointed way, or it was suggested, whether your income was derived from existing companies, and I don't think you want to stand in that position, because it is not the fact?

A. No, sir; it is not the fact.

Colonel BENTON. — Now, Mr. Chairman, I want to ask Brother Burrage a question or two, if he will permit me. Mr. Burrage, when was your attention called to this remonstrance signed by Mr. Paige and others?

A. The 10th of January, the same day the advertisement was inserted in the Boston "Herald."

Q. And did you write this letter which is addressed to you on January 28, by Mr. Couthouy and others?

A. No, sir.

Q. Who did?

A. Mr. Couthouy himself.

Q. How came he to do it?

A. At my request, as the letter shows.

Q. Did you take that letter after he signed it, or cause it to be taken by some one to all the gentlemen who signed the remonstrance?

A. No, sir.

Q. To how many?

A. I think a comparatively small number of them.

Q. Why didn't you take it to all of them?

A. It certainly was not necessary.

Q. I should assume myself, inasmuch as this is signed by 10 out of 28, and was at your request signed by them, that you had requested the others. If that is not the fact, I should like to know it.

A. That is not the fact.

Mr. GASTON. — Do you regard your course of proceeding as perfectly right and proper?

Colonel BENTON. — While the chairman is presiding over the committee, I have no doubt that he will see that the proceedings are properly conducted. If Mr. Burrage doesn't want to make any explanation, he may say so, and I will be perfectly satisfied.

Mr. BURRAGE. — I am happy to give any information.

Colonel BENTON. — It seemed to me you were liable to be in that position, unless you did make a statement. Do you know whether it was presented to Mr. Guild, of the Liverpool, London, and Globe Company; and that he declined to sign it on behalf of the firm?

Mr. BURRAGE. — No, sir; I am not aware of that fact.

Colonel BENTON. — And that Mr. Eastman signed it individually for that reason?

Mr. BURRAGE. — I didn't know they were connected at all.

Colonel BENTON. — That is all. I merely wanted that brought out, because I should have assumed, and I think anybody should, that all those gentlemen were requested to sign it.

Mr. BURRAGE. — I am very positive that that was not the fact.

Colonel BENTON. — You don't know how many were?

Mr. BURRAGE. — I think none, except as I have stated.

CLOSING ARGUMENT OF J. H. BENTON, JR.

Mr. Chairman, — I wish to say in behalf of Mr. Guild, of Guild & Eastman, representing the Liverpool, London, and Globe, which has the largest invested assets, I believe, of any company in the world — \$25,000,000 — that he came here this afternoon and went away while one of the underwriters was on the stand, because he had an engagement which called him away. He wished me to say that he coincided with the views expressed by the other gentlemen, and that this letter addressed to Mr. Burrage was presented to him to be signed in behalf of his firm. He declined to do it, and it was signed by Mr. Eastman individually, for that reason. Now, these gentlemen who signed the original remonstrance, represent \$150,000,000 of invested capital in the insurance business. The ten gentlemen who have signed the letter to Mr. Burrage represent about \$45,000,000 to \$50,000,000, and those papers state the position of these gentlemen substantially as I understand them. I suppose they would all say it was a question — a mere question — of whether a proper service, at a proper price, can be had without the introduction of another company into any part of the city. Of course, as I understand this petition, it is simply a request that you will permit the Suburban Light and Power Company to put up 311 poles where there are now 101, and in this hearing, perhaps, is not open to discussion as to what your action would be if the Suburban Light and Power Company should pursue the course which they have laid out in the public press, of asking authority to come into the city proper. I suppose, however, any man of ordinary knowledge of affairs must recognize the fact that no electric light company is likely to remain long dependent for its revenues upon simply the territory over which these gentlemen ask authority to put up poles and wires. If they are not here for the power to-day, in a short time they will come before you and ask for the opportunity to come within what we call the city proper. It may be that they will stand no better and no differently with reference to that application if they have this right which they now ask, than they will if they do not, but I remember, as all the gentlemen here remember, when the Charles River Railroad Company modestly asked for the right to come up to Craigie's bridge, saying solemnly that they never did want to come into Boston at all, and the next year they came and got permission to come into competition with our street railways, adding a very large amount to the inflated capital on which we now pay taxes for our transportation in the streets. I propose to address what I have to say simply to the question of whether there is now a power to compel or require a proper service at a proper price, by the existing electric companies, because I assume that no man is so foolish as to hope to benefit the city of Boston by introducing competition, with all its evils of poor construction, poor management, and reduction of price to an inadequate point, if a proper service and a reasonable price can be had in any other way.

In 1885 a board of gas commissioners was constituted, and by

Section 9 of the act constituting that board it was provided that —

“Upon the complaint in writing of a mayor of a city, or the selectmen of a town in which a gas company is located, or of twenty customers of said company, either of the quality or price of the gas sold and delivered by such company, the board shall notify the company of such complaint, by leaving at their office a copy thereof, and shall thereupon, after notice, give a public hearing to such petitioner and such company, and after said hearing may order, if they deem just and proper, any reduction in the price of gas or improvement in quality thereof, and they shall pass such orders and take such action as are necessary thereto, and a report of the proceedings and the result thereof shall be included in their annual report to the Legislature.”

Then Section 12 provides that —

“Whenever any such company violates, or neglects in any respect to comply with the provisions of any law, or refuses or neglects to comply with any lawful order of the board (the board) shall give notice thereof in writing to such corporation, and to the attorney-general, who shall take such proceedings thereon as he may deem expedient.”

The next section is as follows : —

“Any court having jurisdiction in equity, in term time or vacation, may, on the application of said board, by any suitable process for decree in equity enforce the provisions of this act and the lawful orders of said board.”

If that act meant anything, gentlemen, it meant this, that the Legislature intended to control the price and the service of gas companies, through and by the supervision and orders of the Board of Gas Commissioners. In my judgment, the act is adequate to that purpose, and it can be done in that way.

If a gas company does not perform its public duty, if it violate the law of the State, — and by that I mean its charter, which requires it undoubtedly to perform the service which it agrees to do when it takes the charter, of supplying the territory which it has a right to supply, — or if it fail to supply that territory at a proper price or with a proper quality of gas, the gas commissioners, upon examination, after hearings, may decide what the service should be, or what the price should be, and may make an order with regard to the service, or fixing the price; and if the company fail to obey it, as no company, in my judgment, would, the gas commissioners, upon complaint to the court, or by applying to the court, can cause the order of the commissioners to be enforced. So that if this were a gas company there would be no doubt that a proper supply, a reasonable price, and a proper service could be had under the existing law.

In 1886, the Legislature passed another act, Chap. 346 of the Acts of that year. Section 5 of that act reads as follows : —

“Upon the petition in writing of any person who has a residence or place of business in a city or town where a company is engaged in the manufacture and sale of gas for lighting or for fuel, and who is aggrieved, by the refusal or neglect of such com-

pany to supply him with gas, the Board of Gas Commissioners shall have authority to issue an order directing and requiring such company to supply such person with gas for either of such purposes, upon such terms and conditions as are legal and reasonable.”

I allude to these acts, in connection with the question put by Governor Gaston to several of the witnesses, to show that if this were a gas company, and it were a question of the supply of gas, the Board of Gas Commissioners could require the company to furnish the light, the order could be enforced by the court, and it would be the duty of the court to enforce it.

Now, in 1887, the Legislature recognized the fact that electric light was rapidly taking the place of gas, and it provided, by Chap. 382 of the Acts of that year, that the Board of Gas Commissioners should have the general supervision of all companies engaged in the manufacture and sale of electric light, and provided specifically that the sections which I have read, being Section 9 of the Act of 1885, and Section 5 of the Act of 1886, should be extended so as to include and apply to all companies engaged in the manufacture and sale of electric light. Then they provided, further, something which seems to me to be pertinent to this discussion, that —

“In any city or town in which a company is engaged in or organized for the purpose of the manufacture and sale of electric light no other company shall lay or erect wires over or under the streets, lanes, and highways of such city and town for the purpose of carrying on its business without the consent of the mayor and aldermen of such city or selectmen of a town of such hearing and notice to all parties interested.”

And then they provided that —

“Any person or company aggrieved by the decision of the mayor and aldermen of a city or selectmen of a town under the provisions of the third section of this act may appeal therefrom to said board within thirty days from the notice of said decision, and said board shall thereupon give due notice, and hear all persons in interest, and its decision thereon shall be final.”

So that if this Suburban Light and Power Company exists at all, legally, and if it is not outside of the Act of 1887, it must go, if anybody appeals from an order which you may pass in this matter, to the Board of Gas Commissioners; and I should presume, from the reading of the report of the Board of Gas Commissioners, that this company would prefer not to go before that tribunal for particular favor at the present time.

Whether it is bound to go there if you make an order is a legal question; whether it exists for the purpose of supplying light under your license if you give it or can do it, is a legal question; and the complications which may arise with reference to that, may have some influence upon your minds in deciding whether you will embark the city in negotiations and contracts with a company standing in this way. With that I have nothing to do. I simply wish to submit this proposition, that to-day, under the statutes which I have read, and which seem to me to have been intended to compel existing electric light companies to perform a proper

service at a proper price, the existing companies can be compelled to do just what this company asks the right to do in competition with them. If that be so I can conceive of no sound reason why an additional risk, be it great or small, of another company, coming into competition with existing companies, should be deliberately put upon the citizens of Boston by this Board. Of course the matter is wholly with you, and I trust to your discretion. My clients, the underwriters, have put themselves upon record. They have directed me to call the attention of the Board to these provisions of law, and to submit to you simply the proposition, Whether it is wise and prudent, under that law, when you can have an adequate service and a reasonable price under the existing law, with the present companies, to embark upon a dangerous and doubtful experiment of bringing electric light companies into competition for furnishing light and power, the danger that may arise from which no man knows and no man can tell, because if anything has been shown and clearly demonstrated at this hearing, it is that gentleman who come here qualified by experience and by study as experts can do nothing but guess with reference to the dangers that surround us from the use of electric light and power.

Alderman REED in the chair.

CLOSING ARGUMENT OF E. W. BURDETT, Esq.

Mr. Chairman and Gentlemen of the Committee, — You were so good as to give me your attention on Monday evening for an hour, during which time I had an opportunity to say practically all that I desire to say upon this subject. We have come now, however, to the end of the case, and it is proper that I should read to you a communication which I have received to-day, and remind you of one or two facts which are of importance, and which should be borne in mind. In answer to an inquiry, made some days ago, of the firm of Russell & Putnam, counsellors-at-law, whom all lawyers and business men in this city recognize as at least as trustworthy as any firm in this city, I have received the following communication —

Mr. GASTON. — I don't see how this is competent, unless the gentlemen who have signed this letter will come here and allow us to cross-examine them.

Mr. BURDETT. — The letter is simply in support of the position I took the other day, that the Suburban Light and Power Company has no legal existence to-day, and that if it had it would have no power to do business except after obtaining the permission or license required by the Act of 1887.

Mr. GASTON. — We have consulted several eminent counsel, who have given us just an opposite opinion.

Mr. BURDETT. — You can state all the opinions you please. I think I have a right to read the opinion of senior counsel to back up my interpretation of the law, and, unless I am refused that right, I shall do so.

Mr. GASTON. — I will be very glad, if an opportunity will be

given, to cross-examine these gentlemen. I have never known any course of this kind to be pursued. We have got opinions which we can put in, if necessary, giving a directly opposite opinion to that in the possession of Mr. Burdett.

MR. BURDETT. — If the committee will pardon me a moment, I simply desire to say, in closing, that this is not offered as evidence. I have a right to state my opinion of law, the eminent counsel on the other side has a right to state his opinion of law, and we have a right to back up our opinions by the support of such authorities as we can get. I asked this opinion of a firm which, as I say, has no superior in Boston, and it entirely confirms the position I have taken before the Board. I think it is nothing but fair and right that I should offer it, because, certainly, the committee does not want to act inadvisedly in matters of fact or law. I do not offer this as evidence, but as an opinion.

THE CHAIR. — The Chair will permit the reading of the communication, unless the committee desires to come to a vote on the question, and the Chair will state here that there is an officer of the city to whom this committee will look for advice in regard to the law.

MR. BURDETT. — And whatever assistance the counsel for the Boston Electric Light Company, or those with him, can give in this matter, will be cheerfully given to that officer.

Mr. Burdett read the following : —

“ 50 STATE STREET, ROOM 59,
“ BOSTON, Feb. 5, 1890.

“ E. W. BURDETT, Esq. : —

“ *Dear Sir,* — You ask our opinion as to the legal status of the Suburban Light and Power Company and as to its right to perform any contract into which it may enter with the city of Boston for the supplying of street lights. We understand the material facts to be as follows : —

“ The Suburban Light and Power Company was incorporated Nov. 17, 1886, under the general law for the formation of manufacturing and other corporations (Public Statutes, Chap. 106). The purpose for which it was formed is stated to be the furnishing electric light and power. The place in which it is established or located is stated to be Boston. Its capital stock was fixed at \$30,000, and afterwards increased, March 10, 1887, to \$75,000. The corporation established a plant in Brookline, and engaged in the business of furnishing electric light and power in Brookline and Brighton.

“ On the 10th of June, 1887, the Brookline Gas Company applied to the Gas Commissioners, under Chap. 385 of the Acts of that year, for authority to furnish electric light and power in all or such part of the territory in which it was authorized to supply gas as the Board of Gas Commissioners might authorize.

“ The charter of the Brookline Gas Light Company authorized it to supply gas in Brookline, Brighton, Boston, and Roxbury. It was in fact, however, supplying gas only in Brookline and Brighton, and perhaps in that portion of Boston which was formerly Brookline.

“ The Gas Commissioners declined to grant the permission unless the petitioners should purchase the franchise and property of the Suburban Company; and thereupon, on Oct. 5, 1887, meetings were held by the stockholders and directors of both the Brookline Gas Company and the Suburban Light and Power Company, as a result of which an agreement was entered into between those two corporations by which the Suburban Company agreed to convey to the Brookline Company for \$92,000 all and singular its property, licenses, rights, privileges, and franchises of every kind; and the Brookline Company agreed to pay therefor the said \$92,000, provided that the Gas Company should be authorized by the Gas Commissioners within sixty days to engage in the business of furnishing electric light and power, and should be authorized to purchase the franchises and property of the Suburban Light and Power Company.

“ Upon this contract being shown to the commissioners on October 10, the Board of Commissioners ordered that the Brookline Company be authorized to engage in the business of furnishing electric light in Brighton and Brookline and such parts of Boston as were formerly Brookline. Thereupon the Gas Company paid to the Suburban Company the entire consideration of \$92,000, and the shares of the stock of the Suburban Company were transferred to the Gas Company. The Brookline Company took possession of the entire property of the Suburban Company, and has ever since maintained and operated the entire plant of that company.

“ We think there can be no reasonable question that the result of this transaction was to transfer to the Brookline Company the entire property and franchises of the Suburban Company, and that the Brookline Company could not by redistributing or selling the shares of the Suburban Company part with the franchises which it had once purchased, and revive them to the old corporation.

“ It is said that there is in existence a bill of sale bearing the same date as the paper of Oct. 5, 1887, but less sweeping in its provisions, and reserving to the Suburban Company some portions of the property which were covered by the contract of the same date, and which were, in fact, taken and paid for, and have ever since been used by the Brookline Company. Inasmuch as the license of the Gas Company was given on the 10th of October, and as it is impossible to suspect the managers of the two companies of so gross a breach of faith as the suppression of that bill of sale at the same time that they exhibited the broader contract upon which the Gas Commissioners based their action, the inference seems unavoidable that the bill of sale, although dated the 5th of October, must have been made at some later date; and inasmuch as the corporation did no business and made no returns and gave no signs of life for more than two years after October, 1887, the probabilities are that the bill of sale referred to is of very recent date indeed. However that may be, we do not think that any such bill of sale could alter the effect of the complete conveyance contained in the contract of Oct. 5, 1887, executed by the payment of the price and acceptance of the property.

“ It seems extremely probable that if the Attorney-General

should bring to the attention of the court these dealings of the Suburban Company, they might be perpetually enjoined from undertaking to exercise a franchise which they no longer possess; but the important question is, not whether the Suburban Company has retained or become repossessed of any of its franchises, but whether it is exempt from the operation of Sect. 3 of Chap. 382 of the Laws of 1887. The only motive for reviving its old charter instead of organizing a new corporation for the supply of electric light is to avoid the operation of that section; and we are clearly of opinion that whatever may have been the legal effect of the transactions between the Suburban Company and the Brookline Company, the former company, when those transactions were completed, and it had parted with its entire plant, and with the right to furnish electric light in the places where that plant was established, ceased to be a 'corporation engaged in, or organized for, the purpose of the manufacture and sale of electric light,' within the meaning of sect. 3.

"If it had been the only company so engaged in Boston, a new company could have been organized without coming under the provisions of sect. 3. As there are, in fact, companies already engaged in, or organized for, the purpose aforesaid, the Suburban Company, if it has any existence at all, is 'another company' within the meaning of that statute, and cannot lay or erect wires over or under the highways of Boston without the consent of the Board of Aldermen, after public hearing and a confirmation by the Board of Gas Commissioners upon an appeal, if one should be taken by either party.

"Yours truly,

"GEO. PUTNAM,

"JABEZ FOX."

Mr. BURDETT. — Mr. Russell is absent in the South.

Mr. GASTON. — If he hadn't been, you wouldn't have got that opinion.

Mr. BURDETT. — Mr. Russell has been absent in the South for over a month, to my personal knowledge — long before the firm was consulted in the matter at all.

Mr. GASTON. — I don't doubt it.

Mr. BURDETT. — Now, gentlemen, I desire to state a word in explanation of something I spoke about the other day, and that is, that, by the Act of 1887, before a company can apply for pole rights, such as are referred to in the petition now pending, they must get the general permission of this Board and of the Gas Commissioners under the Act of 1887 for the prosecution of the business. This company has not done so. The position taken by the remonstrants is also that the company does not exist at all. I attempted to ask the counsel a question to-day, but was not permitted to do so. I desire to know whether the question which he put to one of our witnesses was founded upon the supposition that the arc light system of the Suburban Light and Power Company had ever been put into practical commercial operation, either in this country or in Europe?

Mr. GASTON. — Yes, sir, it has.

Mr. BURDETT. — He says it has. I desire to say that there is not a scintilla of evidence of that fact, if I can remember the testimony. That, however, is for the committee to recall. The committee will remember that I cross-examined the engineer, so called, from their Pittsburgh factory, carefully upon that point, and that I examined a gentleman from London carefully upon that point, and I have examined anybody and everybody I could get hold of for the purpose of developing that point. I think Professor Morton was asked the same question. The result of that testimony, I assert, subject to correction, of course, on the part of the committee, is, that the arc light system of the Westinghouse Company, which they propose to introduce into Boston — an arc light system to be run by their alternating current — has never been commercially used anywhere. That is the testimony as I remember it. The engineer to whom I refer said that some apparatus had been shipped to New York. That is as far as it had got into practical operation in that city, but he stated that in the factory in Pittsburgh there was a plant of 60 lights, 6 or 7 of which were out doors, and the most remote of which was about a quarter of a mile from the factory. Now, I desire to be understood as stating that the testimony in this case is, that this system that they propose to put into Boston is a pure experiment, and nothing but a pure experiment, and has never been put into commercial use or given a practical test anywhere. I am not saying that new systems are necessarily poor systems, but I am simply saying, as has been suggested here by the underwriters, that if you are going to try experiments with so dangerous a thing as an alternating electric arc current, it would be better to take some other less thickly populated community to try the experiment in first. You now have in your streets, houses, and stores the Thomson-Houston, the Brush, the Weston, — practically all the commercially successful arc lighting systems.

There has been another thing suggested here to which I have not yet referred, that certain communications addressed by the Superintendents of Lamps to the Suburban Light & Power Company, indicating a willingness to take the contract from them, constitutes a sort of quasi contract between the city and the company. I desire to dispute that proposition. The communications amount to nothing but a preliminary to a contract. They anticipate a contract, they talk about a contract, and show plainly by their terms and contents that they are not intended for a contract, and are not designed to take the place of a contract. So I trust that bugbear will not succeed in frightening anybody.

I might add a single word to what has been said about the power of citizens, customers, and the mayor, to insist upon a proper service and a proper price. So far as prices are concerned, of course they are regulated by the contract, if one is made between the city of Boston and the electric light companies. So far as the extension of wires is concerned, contracts always have provided, and I presume they always will provide, that the company will, upon demand, extend its wires to any point in the territory covered by

its contract. So that, not only is the industry and the company thoroughly regulated in favor of the Mayor, and of the customers of the company and the inhabitants of the place where the company does business, but there is no necessity for invoking the law, because it lies entirely in the hands of the contracting parties.

I desire, also, to remind the committee once more that we claim and assert that we are entitled to its favorable consideration, and that any adverse action on the part of the city government will render non-productive for the time being, and useless, perhaps, altogether, something in the neighborhood of a half a million dollars worth of property. We sincerely trust that as large tax-payers of the city of Boston we shall not be put in that position, and that the directors of this corporation, who are also largely tax-payers themselves in the city of Boston, will not be put in the position that such a state of things would leave them in. We are ready and willing to let the city of Boston have the lights for less than the cost to the company at the outset, in the hope and belief, as I said on Monday evening, that in the course of years which will be covered by the contract the balance will finally swing in our favor. The directors prefer to do that rather than to have their property rendered non-productive, after they have put in miles and miles of poles and wires, which to-day have not earned a tenth part of their cost.

A STATEMENT BY ALBERT C. BURRAGE.

Mr. Chairman and Gentlemen of the Board, — I do not intend to make any argument of any kind whatever, but simply to reply to the statement of facts that has been made by Brother Burdett, some before the closing of his opening statement, and some in the communication which he has read to this committee.

In the first place, in the course of his opening statement, and in the communication which he has just read, he has stated that the Suburban Light and Power Company was organized in November, 1887. That statement is totally false. The charter of the Suburban Light and Power Company was dated on the 16th day of October, 1886, and I will put it in here at this time. He also stated that he found, upon an examination of the records of the proceedings of this Board, that some 400 pole rights were granted before the company was organized. I desire to say that I have examined those records, and I find that the petition shows that his Honor Mayor O'Brien signed the order upon the 12th day of October, five days after the company was organized. He also, in his "statement of facts," presented here a copy of a communication from the Board of Gas and Electric Light Commissioners to the Corporation Counsel, which he said he furnished with the assent of the Corporation Counsel. I desire to say that I have seen the Corporation Counsel to-day, and he denies having ever given such assent. Furthermore, I have seen the Gas Commissioners to-day, and they deny ever having furnished any copy of such report. That is all, Mr. Chairman.

Mr. BURDETT. — What were the dates you gave of the granting of those pole rights?

Mr. BURRAGE. — I am not aware that I gave any date.

Mr. BURDETT. — Just now.

Mr. BURRAGE. — The date was October 12, 1886.

Mr. BURDETT. — And when was the company organized?

Mr. BURRAGE. — October 7, 1886.

Mr. BURDETT. — Let me see if you have any papers showing that:

Mr. BURRAGE. — I will show them to you. Here is the charter, dated October 16, 1886. The company, however, was organized on the 7th of October.

Mr. BURDETT. — I beg your pardon, and I desire to ask you this question: Whether October 7 was the date of the signing of your articles of association, and whether you held a meeting to organize your corporation until the 15th or 16th of the same month?

Mr. BURRAGE. — The certificate of organization, which I have copied from the records of the Secretary of State, shows that the date of organization was the 7th day of October, and the charter was granted on the 16th day of October, as I have stated.

Mr. BURDETT. — Now, let us have this right — it is important — I assert that your organization papers were signed on the 7th, that you didn't hold your meeting until the 15th, and didn't get your certificate of organization until the 17th.

Mr. BURRAGE. — You admit that the papers were signed on the 7th; that is a matter of record, however.

Mr. BURDETT. — I would like to inquire if you have heard me make the statement that your articles of association were signed on the 7th, or any other day? I tell you personally that you will find that the corporation or association did not hold a meeting until after the pole rights were granted to them.

Mr. BURRAGE. — I will read your statement, taken from the stenographer's report: —

“The Suburban Light & Power Company was organized by people in the Brookline Gas Light Company in November, 1886.” That is from the official stenographer's report.

Mr. BURDETT. — Isn't that correct — should it be October?

Mr. BURRAGE. — Certainly, it should be October.

Mr. BURDETT. — Very well, assuming it to be October, 1886, I desire to ask if there is any dispute before this Board in regard to this matter between the two parties? I am going to give some dates from memory, and if I am wrong, I want to be corrected. The articles of association, for the purpose of forming the corporation, were signed under date of October 7, 1886.

Mr. BURRAGE. — That is correct.

Mr. BURDETT. — I desire to know whether there is any doubt that the first meeting for the organization of that corporation was not held until on or about the 15th day of October, 1886?

Mr. BURRAGE. — In regard to that data, I haven't it.

Mr. BURDETT. — Are you prepared to deny that the corporation did not receive its certificate of incorporation from the Secretary of State until the 16th day of October, 1886.

Mr. BURRAGE. — I think it did not receive it until the 17th of October, — the day after.

Mr. BURDETT. — Very well, then, call it the 17th.

Now, I desire to call your attention to Sect. 21, Chap. 106, of the Public Statutes, relative to the formation of corporations, setting forth the form of certificate which shall be given to the incorporators, after their first meeting has been held, their by-laws adopted, and their proceedings have been approved by the Commissioner of Corporations. Section 20 reads : —

“ The president, treasurer, and a majority of the directors, shall forthwith make, sign, and swear to a certificate setting forth a true copy of the agreement of association, with the names of the subscribers thereto, the date of the first meeting, and the successive adjournments thereof, if any, and shall submit such certificate, and also the records of the corporation. to the Commissioner of Corporations, who shall examine the same, and who may require such other evidence as to the facts of the case as he may judge necessary. The commissioner, if it appear that the requirements of the preceding sections preliminary to the establishment of the corporation have been complied with, shall certify that fact, and his approval of the certificate by indorsement thereon. Such certificate shall thereupon be filed by said officers in the office of the Secretary of the Commonwealth, who, upon payment of the fee hereinafter provided, shall cause the same, with the indorsement thereon, to be recorded, and shall thereupon issue a certificate in the following form (without reading the form) :

“ The secretary shall sign the same, and cause the seal of the Commonwealth to be thereto affixed, and such certificate shall have the force and effect of a special charter, and shall be conclusive evidence of the existence of such a corporation. He shall also cause a record of such certificate to be made, and a certified copy of such record may be given in evidence with like effect as the original certificate.”

Now, Mr. Burrage, the first meeting referred to in that section was not held until on or about the 15th or 16th day of October.

Mr. BURRAGE. — I presume it was on the 15th.

Mr. BURDETT. — You are not prepared to deny that it was not on the 15th?

Mr. BURRAGE. — No, sir.

Mr. BURDETT. — Section 21 says : —

“ At such first meeting, including any necessary or reasonable adjournment, an organization shall be effected by the choice by ballot of a temporary clerk, who shall be sworn, and by the adoption of by-laws, and the election, in the manner provided in section twenty-four, of directors, treasurer, clerk, and such other officers as the by-laws may provide ; but at first meeting no person shall be eligible as a director who has not subscribed to the agreement of association. The temporary clerk shall make and attest a record of the proceedings until the clerk has been chosen and sworn, including a record of such choice and qualification.”

Your certificate was granted in compliance with Sect. 21 of the Public Statutes.

Mr. BURRAGE. — Yes, sir.

Mr. BURDETT. — Which provides, does it not, that the persons named, their associates and successors, “are legally organized and established as and are hereby made an existing corporation”?

Mr. BURRAGE. — Yes, sir.

Mr. BURDETT. — Now, are you prepared to say that that pole right grant of 637 poles was made before your company got that certificate?

Mr. BURRAGE. — Certainly, and there were also pole rights granted after that.

Mr. BURDETT. — Let us go one step at a time. I am now talking about the 637 poles. I said in my opening that you received two pole right locations. After that I said you received 637 pole rights before your company was organized, and I say it now.

Mr. BURRAGE. — That I deny.

Mr. BURDETT. — And I desire to ask you whether your company got those pole rights before the first meeting was held in pursuance of Sect. 20, and the certificate was issued in pursuance of Sect. 21 of Chap. 106 of the Public Statutes?

Mr. BURRAGE. — In regard to the date of the first meeting, I cannot answer that question. The certificate of organization, as I have stated, was dated the 7th day of October, and signed on that day.

Mr. BURDETT. — I beg your pardon. Do you mean to tell me as a lawyer that the paper signed on the 7th of October has any right to the name of a certificate of organization? Whether, as a matter of fact, and a matter of law, they are not articles of association, and so designated in the statute?

Mr. BURRAGE. — It is termed upon the back, “The Certificate of Organization” — that is the official title of that paper.

Mr. BURDETT. — I am not talking about the certificate of incorporation. I would like to have you produce the certificate of organization, dated Oct. 7, 1886, if you can do it. You are talking about the articles of association, and I am talking about an entirely different thing. You had a paper in your hand a moment ago which I think is what I want.

Mr. BURRAGE. — No; that was the charter, and I presented it to the chairman.

Mr. BURDETT. — Where is the charter? I would like to see it. (Examining paper.)

Mr. BURRAGE. — That is the charter, or a copy of it, and this paper I hold in my hand is entitled “A Certificate of Organization.” This is not the original, because the original is on file with the Secretary of State, but this is dated Oct. 7, 1886.

Mr. BURDETT (after examining paper.) Now, I beg leave to call your attention to a fact. Mr. Burrage, you have misunderstood the meaning of this paper, if you will pardon me for saying so. This (referring to paper) is a certificate of organization. I will assume that it is a correct copy as far as it goes. It is a paper which is provided for by Section 20 of the act, which I read, and which must include a copy of the articles of association. If you will be good enough to look at this copy, you will find a

copy of the articles of association, which are included in the certificate of organization, and which are dated correctly October 7, 1886. But the certificate of organization itself doesn't seem to bear any date at all. Do you stand corrected, Mr. Burrage?

Mr. BURRAGE. — I don't know that I stand corrected at all.

Mr. BURDETT. — You sit corrected?

Mr. BURRAGE. — I do.

Mr. BURDETT. — I am not in the habit of making such statements as that without some knowledge of what I am talking about.

Mr. BURRAGE. — You made the statement that the company was organized in November, 1886.

Mr. BURDETT. — Oh, I will admit that I was wrong in saying November instead of October. This is the charter [referring to paper], dated October 16, 1886. Now, in order that there may be no misapprehension, because we understand each other now, let us see if the dates are not as follows: Date of the articles of association of the Suburban Light and Power Company, October 7, 1886. Am I right, Mr. Burrage?

Mr. BURRAGE. — Yes, sir.

Mr. BURDETT. — Date of approval of the grant of pole rights, 637 in number, October 12, 1886?

Mr. BURRAGE. — That is right.

Mr. BURDETT. — Date of first meeting to organize the Suburban Light and Power Company, October 16, 1886?

Mr. BURRAGE. — That date I don't know.

Mr. BURDETT. — You said you were not prepared to deny that, didn't you?

Mr. BURRAGE. — Certainly, I said I was not prepared to deny it, and so I say now.

Mr. BURDETT. — Date of the charter, October 16, 1886?

Mr. BURRAGE. — Yes, sir.

Mr. BURDETT. — I believe the first meeting of the Suburban Light and Power Company was not held before the 14th of October, and I think it was held the 15th or 16th. I have a memorandum of it here somewhere, but I can't find it at this moment.

I don't want to enter into any quarrel about the assent of anybody to the presentation of that report. I don't think it would interest the aldermen if I did; but I think I have the right to say this, that I addressed a letter, which the Gas Commissioners have, to the chairman, asking for a copy of that report. I sent it by a clerk, who brought me back a copy taken from dictation, which was subsequently verified by a gentleman in my office, in connection with the document itself in the office of the Gas Commissioners. That is what I know about that. So far as the assent of the Corporation Counsel is concerned: A reputable member of the Suffolk bar stated that he had seen the Corporation Counsel; and that the Corporation Counsel said he had no objection to the Gas Commissioners showing the report. So when I said he had assented, I simply based my statement upon my belief in the statement of a member of the bar, whose name would be a guarantee of his probity. I think that is all I care to say.

Mr. BURRAGE. — In order to clear that matter up, I desire to

state that the chairman of the Gas Commissioners, and the clerk who is the gentleman referred to by Mr. Burdett, both told me to-day that what they communicated were only certain facts in that report, and that is all that Mr. Burdett had. Further than that, the Corporation Counsel has informed me that Mr. Albert Pillsbury, who is the gentleman mentioned by Mr. Burdett as requesting his assent to that, requested his assent, and he declined to give it.

Mr. BURDETT. — I cannot settle a quarrel between Mr. Pillsbury and the Corporation Counsel. I only know what I was told. If there is to be any play on words, I will say that I have read no communication from the Corporation Counsel; but I have read a transcript of the record and report of the Gas Commissioners, which was obtained at their office, and I challenge any gentleman, Mr. Burrage, Mr. Gaston, or any member of the Board, to go to the Gas Commissioners and find out whether the paper that I borrowed is not there.

Mr. GASTON. — I am a peaceable gentleman, and do not accept challenges of any kind.

Mr. BURDETT. — I am not particularly peaceable when aroused, and challenge when I see fit, without asking anybody's permission.

CLOSING ARGUMENT OF HON. WILLIAM GASTON.

Mr. Chairman and Gentlemen of the Board of Aldermen, — The question upon which you have been giving a hearing is on the petition of a legally authorized company for certain pole rights in Dorchester and Roxbury. One who had been here and heard the elaborate discussions which have taken place would think something else was involved, but the question at issue is simply this: Will this Board give to a corporation in existence and in actual operation the right to place certain poles of such kind as it may require, in places in Roxbury and Dorchester, where the citizens demand them? There is one thing which I wish to say in the inception. We have brought here gentlemen well known in those portions of the city which are called Roxbury and Dorchester, all of whom say that they are not accommodated at the present time, and that they want more facilities in the way of electric lighting and power. We bring here petitions including nearly 4,000 names in favor of the petition of this company, whereas the remonstrants bring, in opposition to the petition, some 200 or 300 names, and you can see what they are. We have brought here gentlemen of intelligence and character from both of those districts of this great city of Boston who have said to you in effect that this existing corporation has denied and deprived them of their rights, and that, notwithstanding repeated applications, their wishes are not complied with, and that they desire an improvement in the present condition of affairs. Where is the man in Roxbury or in Dochester that comes here and says, Nay? The other side have avoided that issue, which is one of the very important issues of the case, and I think the proposition will be

taken as established, that the people of Dorchester and Roxbury want more electricity for light and power purposes, and that they cannot get it from this company, notwithstanding that they have striven to do so for a year and a quarter. That proposition the present company has not attempted, either by testimony or by argument, to answer; and there is where the Boston Electric Light Company stands to-day. They substantially confess by silence that they have not given to the people of these two sections of Boston the electric power and light which they not only demand, but are willing to pay for at reasonable rates.

Now, then, when we have a company which has been shown by overwhelming proof to have utterly failed in the performance of its duty, isn't it proper that some other organization shall be permitted to do what they have omitted to do after a great deal of striving? Therefore I start with this proposition, which I say is indisputable upon the testimony which has come before this committee — that the Boston Electric Light Company does not furnish the light and power that it ought to furnish in the two sections of Boston which are especially interested in this controversy. Now, then, when a company comes that is willing to occupy these districts, and to give to their citizens what the citizens want, these gentlemen come in here and oppose the petition, and these are the positions which these two respective companies are occupying — one which does not do the lighting, and does not furnish the full power, and the other offering to do it and at a greatly reduced price.

I have been waiting to see who would have the hardihood to come in here and testify that this company has performed its duty in this regard. There hasn't been a man who has done so. Upon that matter they are as silent as the grave. Will my Brother Benton claim that they have performed their full duty? He appeared for the Fire Underwriters, nominally, although in his argument he went away beyond their testimony. I don't know who pays him, but I know that his argument went away beyond the claims of his nominal clients. Now, what is the defence of the Boston Electric Light Company? They say that there resides a power somewhere to compel a corporation to do its duty and to attend to its business properly. Isn't that power rather a nominal power than a real power? We will suppose my friend, the president of our company, says, "I want some lights up by my house, and I want some power to operate some machinery." The company says, "We will not give it to you; you can go to the Gas Commissioners if you please." He would have to go there and hire some ingenious man like Colonel Benton to go and try his case there. Nominally, a citizen has a right to go before the Gas Commission; but the right is merely a nominal one, and nobody who wanted an electric light would undertake to go to the Gas Commissioners or any other body, and fight this litigious corporation — for I say they are litigious — for weeks, or possibly for months, in order to get an electric light opposite his house.

Right here I want to say another thing. Does this company, that petitions your Honorable Body, come from outside into the limits of this great, beautiful, and wealthy city, with its stock

largely represented abroad? No, that is not the case in relation to this new company; but in the case of the Boston Electric Light Company, if I am not mistaken, out of possibly 10,000 shares — I don't know how many shares — there are less than 2,000 owned by citizens of Boston. I want to say here that when a corporation has the great body of its stock represented elsewhere, when it comes in here to make money, and for no other purpose, it is not likely to be awake, as citizens of Boston would be, to the requests and wants of the people. Therefore, I object to that corporation which now has control of the electric lighting. It is not a proper corporation to have control of the electric lighting of the city of Boston, because it is foreign and alien to us, and cares nothing for our wants. It is a foreign corporation, it is also a monopoly, and in order that it may continue as a monopoly forever, it comes in here and desires that nobody else hereafter shall obtain any rights in the city of Boston. In other words, they have got Boston, as they think, in their power in respect to electric light, and are trying to keep the city in that condition. I don't think anybody would say that a monopoly controlled by aliens is a proper guardian and protector of the rights of the citizens of Boston. I object that it is a monopoly, and a monopoly substantially of aliens to this city; and it ought not to come here where we have wealth enough to take care of our own institutions and foist itself upon us.

The gentlemen representing that corporation tell us that we are not a legal body. To use the language of my brother, which is always forcible, "we are ghosts or shadows." If that be true, then "the shadows have struck more terror to the soul of Richard than could the substance of a thousand men" (laughter), for after this ghost and shadow appeared my brother was on his knees here praying to be allowed to furnish electric lights to the city of Boston for 40 cents per light per night. That is the effect which shadows have had upon that company. There has been a 60 per cent. reduction in the price of electric lights in consequence of the movements of this ghost and shadow. The citizens of Boston will now be able to get 60 per cent. more lights for the same amount of money — and yet we are shadows! They arrayed against us the opinion of some very highly respected lawyers in this city, and you who have read the opinion will notice that it is based very much on probabilities. The lawyers use the word "probabilities" all along, and say that "the probabilities" are thus and so. That is, it is an opinion founded on probabilities, and I might as well say here that I am informed by my Brother Burrage that opinions of some of the most eminent members of the Suffolk bar are contrary to the opinion which has been presented here.

"The shadow" has accomplished something.

I desire to read the following certificate: —

"COMMONWEALTH OF MASSACHUSETTS.

"Be it known that whereas Robert Amory, Francis W. Lawrence, and Charles W. Holtzer have associated themselves with the

intention of forming a corporation under the name of the Suburban Light and Power Company, for the purpose of furnishing electric light and power, with a capital of \$30,000, and have complied with the provisions of the statutes of this Commonwealth in such case made and provided, as appears from the certificate of the president, treasurer, and directors of said corporation, duly approved by the Commissioner of Corporations, and recorded in this office,

Now, therefore, I, Henry B. Peirce, Secretary of the Commonwealth of Massachusetts, do hereby certify that said Robert Amory, Francis W. Lawrence, and Charles W. Holtzer, their associates and successors, are legally organized and established as and are hereby made an existing corporation under the name of Suburban Light and Power Company, with the powers, rights, and privileges, and subject to the limitations, duties, and restrictions which by law appertain thereto.

“Witness my official signature hereunto subscribed, and the seal of the Commonwealth of Massachusetts hereunto affixed, this 16th day of October, in the year one thousand eight hundred and eighty-six.

“ (Signed)

HENRY B. PEIRCE,

“*Secretary of the Commonwealth.*”

There is the charter, issued in accordance with law by the officials of the Commonwealth of Massachusetts. Is it a living document or is it dead? If dead, how, when, and where did it become so? I know of no way in which that corporation can be dissolved except by the power lodged in the Legislature of the Commonwealth, and in the Supreme Court, which has power to dissolve it for cause. Does any one pretend, Mr. Chairman and gentlemen of the committee, that the Legislature has interfered in this matter? Does anybody pretend that the Supreme Court has ever interfered? Those are the only powers that can do it, and they never have done it.

Then we have something else. A great deal has been said to the effect that for two years there was no payment of taxes by this corporation. I find these two papers:—

“COMMONWEALTH OF MASSACHUSETTS.

“TREASURER'S OFFICE,

BOSTON, Jan. 14, 1890.

\$220 $\frac{50}{100}$.

“Received of Suburban Light and Power Co. two hundred twenty $\frac{50}{100}$ dollars, in full for the annual tax, payable under Chapter 13 of the Public Statutes, assessment of 1888 and 1889.

“GEO. A. MARDEN, *Treasurer.*

“By H. I. BRIDGE.”

“ COMMONWEALTH OF MASSACHUSETTS.

“ SECRETARY'S DEPARTMENT,
BOSTON, Jan. 11, 1890.

“ Received of Suburban Light and Power Company five dollars, in payment for filing and recording certificate of condition for 1889, under Public Statutes, Chapter 106, Sections 54 and 84.

“ HENRY B. PEIRCE, *Secretary*.

“ By H. E. DICKERMAN.”

Is it a dead corporation that the Commonwealth of Massachusetts is taxing to-day? Does the Commonwealth of Massachusetts take a tax from a dead corporation? That is what the Commonwealth has done in respect to this corporation, if it be a dead one, and if the treasurer of the Commonwealth has taxed a dead corporation and has received money from it, he has exceeded his authority.

So we have these statements which show that the Commonwealth of Massachusetts recognizes the existence of this corporation. So far I find that the Commonwealth acknowledges it; so far I find that no power which has the right to dissolve this corporation has ever exercised that right, or attempted to exercise it, and that no application having that end in view has been made. So here is an existing corporation and a corporation which gentlemen who live among us are actively interested in. When a corporation has finished its duty on earth, to borrow the language of my friend — the ordinary course is to make a petition to the Supreme Court of the Commonwealth that they may inquire whether the debts are paid and the obligations all cancelled, and it is then dissolved. That is the only power that can dissolve a corporation of this kind. So, as far as the law is concerned, this is an existing corporation, because it has been created, and no power that has the right to dissolve it has interfered and done so.

But our opponents go one step farther — they say, Mr. Chairman, that this corporation has transferred its rights to somebody else. I desire to read the language of that transfer. I think they never had the right to transfer the charter to the Brookline Gas Light Company, and, in reading the indorsement that they made, I don't find that they did so. I may be wrong, but I don't think it was ever done. In other words, while they have sold certain of their rights, certain of their property, to the Brookline Gas Light Company, they never have attempted to sell their franchise, and never have sold it.

Now, let us see what they have done. Here is the transfer from the Suburban Light and Power Company to the Gas Light Company: —

“ Know all men by these presents that the Suburban Light and Power Company, a corporation established under the laws of the Commonwealth of Massachusetts, in consideration of \$92,000 to it paid by the Brookline Gas Light Company, a corporation established under the laws of said Commonwealth, the receipt

whereof is hereby acknowledged, doth hereby grant, sell, transfer, and deliver unto the said Brookline Gas Company, the following goods and chattels, namely, the entire plant, personal property, goods, and chattels of the said Suburban Light and Power Company, more particularly set forth and described in the schedule hereto annexed, marked 'Inventory of the Suburban Light and Power Company,' and made a part of this bill of sale, all situated in the town of Brookline and in the County of Norfolk in said Commonwealth."

But they had property outside of that, and have got it to-day.

"Together with the good-will of the business of the said Suburban Light and Power Company, to have and to hold all and singular the said goods and chattels and good-will, to the said Brookline Gas Light Company, and its successors and assigns, to their own use and behoof forever; and the said Suburban Light and Power Company hereby covenants with the grantee that it is the lawful owner of the said goods and chattels that they are free from all incumbrances; that it has good right to sell the same as aforesaid; and that it will warrant and defend the same against the lawful claims and demands of all persons."

Now, the third proposition which they advance is, that this company has been sold to the Brookline Gas Light Company, and this is the paper which I am informed by my Brother Burrage is a copy of that sale. In addition to this, I am told that they made a deed of certain real estate.

MR. BURDETT. — Is that paper you have read to be put in evidence, so that there will be an opportunity for cross-examination in regard to it?

MR. GASTON. — Was the opinion of Messrs. Putnam & Fox put in evidence? I would like to cross-examine in regard to that, also.

Now, if I have made my propositions clear, I don't think you, gentlemen, will need to go to a lawyer to learn that the Suburban Light & Power Company is a legal corporation to-day, capable of transacting business, and a corporation which to-day is transacting its business, and is actually furnishing lights and handling property.

And, gentlemen of the Board of Aldermen, if the Suburban Light & Power Company does not own that charter, who does? It is somebody's property. Who owns it or claims to own it? Does the Brookline Gas Light Company claim to own it? I think there is no claim of this kind which has ever been set up by them. This is an existing corporation with the powers which are granted to corporations of that kind, notwithstanding that my brother calls it a ghost and a shadow.

I say here, gentlemen, that we expect this body will, if it has any doubts in regard to the legal existence of our company, or of the powers or continuance of the powers granted us by the Commonwealth, I say we shall expect that they will call in the aid of the Corporation Counsel or the City Solicitor. To that there can be no objection, of course. We should not have the right to object, but we do not wish to object.

We come in here under our true colors. I represent the corpo-

ration. I don't claim to represent the petitioners, — they don't pay me, — but I represent the corporation. But the people of Dorchester and Roxbury have been before you, and have stated decisively and emphatically, not only that it is their wish, but that it is the wish of the great majority of the people in these sections that this petition should be granted, in order that the people may get what they want

Now, Mr. Chairman and gentlemen, there is danger in everything. There is danger in our going home to-night and coming back in the morning. Why, my Brother Benton is so engaged in defending the damage suits of his corporation where death and injury is concerned, that he scarcely has time to come in here and appear for the underwriters. There is death and havoc all around. I don't mean to say that I have anything against his corporation. I have great respect for it; it is a well-managed corporation. But history has shown that none of these corporations can exist without having a great many accidents where men are maimed and killed. Suits in the courts are very abundant at the present time for personal injury, because if anybody gets injured he sues somebody else for it. Now, would my Brother Benton come in here and undertake to say that because there is danger in using electric light and power, that, therefore, its use shall be abolished? Why his corporation — and I say it, as I have stated, respectfully to his corporation — are killing and wounding people probably almost every day. I make no charge against the corporation on that account, because it is a good one, but it merely suffers from the accidents incident to the business. Now, will any one come in here and say that, because that corporation is killing great numbers of people and injuring others, that therefore it shall be abolished? Is there any more danger in the use of electric light and power than there is in the use of any other power? Why, I remember that it has been said when steam power was first introduced into England to be applied to railway carriages, there was infinite alarm; it was a new thing. Of course there was danger, but economists and statisticians say that, considering the number of people carried, there is a great deal less loss of life on the railroads than on the old-fashioned stage coaches. There is danger in everything. There is danger in navigation; and when you look upon the placid waters of the ocean, who would think but that he could cross it safely? But there is an unseen power which can lash those sleeping waters into rage and fury, and carry with them destruction, havoc, and death. Shall navigation be abolished on that account? In other words, there is danger in every form of manufacture, and there always must be until we are wiser than we are now.

Now, who have you had here before you to testify in regard to this matter? One of the most eminent gentlemen known in the science of electricity has been brought before you. He was not only eminent as a scientist, but was pleasant and decorous as a gentleman. In other words — and I think you will all agree with me — when I say I never saw a more competent or a fairer witness, or a more intelligent one in my life. His countenance bore marks of his in-

telligence and his character. Who is he? Professor Morton. He is the man who has been consulted by all these companies — the Edison and others. When they get into trouble, and find difficulties which their own men cannot solve, they go to him. He is in nobody's employ, although he was sent on here by the Westinghouse Company, but he was not sent on as being in the employ of that company except that he has been called in by them as an expert, as he is called by other companies. I think anybody who desired to know about electricity, and wanted to learn anything about its operation, would go to him as the first man. I believe he is the highest authority in this country. I shall hereafter allude to what he says, but I first desire to show the contrast between Professor Morton and two gentlemen on the other side. The first witness, Mr. Brown, I desire to say nothing about. I am perfectly willing to leave him where he has left himself. I think that his opinions are not anywhere of any value. He showed his feeling. He said he had been assailed, and showed his great feeling in the matter. Instead of going on as an expert, and answering certain questions, as Professor Morton did, he started out on a discussion himself, and began to discuss not only science, but other things connected with his particular case. The other gentleman was a very fine-appearing man — the president of the Edison company. I liked his appearance, and I have no disparaging remarks to make about him. I have to say this, which he will admit to be true, and will say that I am justified in saying it — he is an Edison man clear from top to bottom, and he is full of all the bias which an Edison man can have. He is an honest and intelligent man, but he has got that Edison feeling. He has that, and while it is on him, and in him, I submit, Mr. Chairman and gentlemen of the committee, that he is not the best man in the world to give an impartial opinion. Admitting that his company has burned up a good many things — I don't remember how many — he goes on and gives his opinion against us in favor of his company. I refer to Mr. Johnson. The gentlemen here have heard his testimony, and I believe you will all say that what I have said about him is true. He is an honest man, but a strong partisan on one form of electricity, and is not the best man to give an opinion on this subject.

I now desire to bring your attention to what this Mr. Brown said. I do not do it with a great deal of reliance upon the strength of his opinion; but I will simply refer to the fact that, in one part of his testimony, he testified that the danger from the alternating system is no more with the arc light than with the incandescent light, with the same voltage. He occupied considerable time in his testimony; but I am very glad he said that, and I think it ended their case when he said it. If that statement is true, this much-talked-of danger is over us and around us to-night, because this Mr. Brown says that the same danger is to be found in the use of this alternating system with the incandescent light as with the arc light.

We have been told that the system we propose to use is an experimental one. You have had before you Mr. Rollins, who says

that it has been in use in Pittsburgh, and in actual operation for four months, I think. It has been mostly confined to the laboratory, but still it has been actually existing and in operation in the city of Pittsburgh, where they are operating sixty lights by it. Then we have had the testimony of another witness, who says that in London they are beginning to abandon the direct system, which the Boston Company say is the safest.

Now, then, who says there is danger in the system which it is proposed to use, if this petition is granted? Brown and the President of the Edison Company. Who says there isn't any more danger than with the direct system? Professor Morton, who knows more than all of them put together, I think, and certain other gentlemen whom we have had here on the stand, who certainly know as much as the biased and prejudiced witnesses that have been produced by the other side.

This is no new matter. In this connection I desire to call the attention of the committee to the advertisement issued by the Lamp Department, calling for proposals. [Mr. Gaston read the advertisement of the Lamp Department, under date of December 24, 1889, for proposals to furnish electric lights, which advertisement will be found printed in Mr. Burrage's opening argument.]

Now, Mr. Chairman and gentlemen, I don't claim to be as good a lawyer as my brother on the other side, but for more than forty years, and for nearly fifty years, I have been instructed that if I made a proposal, for instance, to the chairman, to do a certain thing, and that proposal is made in writing, and the chairman accepts it in writing, that constitutes a contract. I have been laboring under the delusion for nearly half a century that that is law, and now my brother says that it is humbug. Well, I may be wrong, but I will venture to state a proposition which, I believe, that to-day there is a legal and binding contract between our corporation and the City of Boston. In connection with that proposal, I will read the following letter from the Superintendent of Lamps. [Mr. Gaston read the communication from the Superintendent of Lamps to Mr. Eugene Clapp, in Mr. Burrage's opening argument.]

It is contemplated that there will be another contract signed beyond all question; but there is a proposition, and here is an acceptance of it, and if either party refuse to sign the contract, the party refusing to sign breaks the agreement.

His Honor the Mayor, under the very large power conferred upon him by the city charter, before he made that contract, as was his duty, investigated the whole matter. I know him well enough to know that he would not make a contract until he had made an investigation. He would not make a contract until he became satisfied, first, that the company had a legal existence; second, that it had the power to carry out its contract, and would do so, because it would be a very unwise thing to make a contract with a corporation without that power. I have no doubt that in the Executive Department this has been carefully considered. At any rate we have got that contract, and we can execute it, Mr. Chairman and gentlemen, provided you give us certain privileges for which we ask. Those poles shall be of such a kind as you have

described, such as you believe proper, and now we want the right to use them. We say that when these parties undertake to prove that there is danger from our form of lighting, that they utterly fail, that the great weight of testimony is right against them. They have tried to get rid of certain facts, but they have failed to do so.

Now, it is said by my brother, with considerable emphasis, that the Boston Company cannot do this work out at Roxbury or Dorchester, because they cannot get stations. Well, if in the course of fifteen months that company is not smart enough to get a station either in Roxbury or Dorchester, they are not smart enough to meet the wants of those sections. We have done it very easily. We have got a station now. I think this power should not be placed in the hands of a corporation who cannot get a station in all that broad territory. We have not only got a station, but we have got the power to meet all the obligations of our contract. They say they cannot get stations. They quote something from me. I believe I did come before a committee of the last Board of Aldermen on that matter. I didn't come as counsel for any corporation, but I came to protect my own property. They proposed to put a station on a lot adjoining some houses which I owned, and I went in to protest against that destruction of my property, which had cost me a great many thousand dollars. It was perfectly foolish for them to make an application for a location there. They might have known that they couldn't get it, because it was in a thickly-settled neighborhood, and I think there were gentlemen from three churches protesting against it. It was right in the midst of a thickly-settled district, near churches, near tenement-houses and buildings, where it would work great destruction. Of course they were refused. It was not a proper place, and if they had exercised the same ingenuity and tact which we did they would have known that it was not a proper place. I don't mean to say anything in disparagement of the gentlemen, but I must confess that it looks very much as if the application was made in that locality for the purpose of being able to say, "We tried and could not get it."

You have heard the testimony of L. Foster Morse, and as he says, there were a number of places that they might have obtained, but it does not appear that they ever decided on another. I know my young brother went at Mr. Morse with a great deal of ferocity, not thinking, possibly, that a citizen of Boston, when he comes in here to testify, and behaves himself, has a right to fair treatment. The impression prevails, right or wrong, that that company only made a pretense of trying to get a station, and did not mean to get it; if they had they would have got it. They haven't got it, and they now try to make an excuse for a failure to do their duty for a year and a quarter by these two important districts.

I will ask you to look over the petitions that come from these two important sections of the city of Boston, and see if the desire which is expressed to have more light and power does not come from a class of citizens of the highest and best kind. I have lived for a long portion of my life in Roxbury; I know these names, and I know that they represent men of the highest character and standing,

who don't put their names on a petition unless they mean something by it. I have no doubt that many respectable gentlemen may have signed on the other side. I have nothing to say against them, but I would be very glad to have the names examined, in order that the members of the Board may see which names are entitled to the most weight.

If I have succeeded in convincing you that the present company has neglected its duty in respect to these districts of the city, and that this company has come here ready to do its duty, and stands ready to carry out its work; that the residents of that vicinity want it, and are capable of furnishing it, I think you will vote that we shall have what we ask.

I have spoken at some length, and I may have the bias of counsel. I believe these petitioners have made out a clear case regarding the introduction of this new company into our city, and that the remonstrants have failed, and disastrously failed, to meet the propositions which we have placed before you. I ask your consideration of that question — whether the real propositions in this case have been met, or whether they have not sought to divert your attention to other insignificant and unimportant matters, omitting the important ones?

Thanking you, Mr. Chairman, for your kind forbearance and long indulgence, I respectfully submit you the case of my clients.

Alderman FLOOD. — Before we adjourn I would like to ask Mr. Burdett a question. Is it a fact that many people who are residents of Dorchester and Roxbury have applied to the Boston Electric Light Company, within the last year and a quarter, and have been refused their request in relation to electric light?

Mr. BURDETT. — Not to my knowledge, Mr. Chairman. I have no such knowledge or belief, and am informed to the contrary.

Mr. GASTON. — The testimony is the other way.

Mr. BURDETT. — I can only answer the question as it is asked of me, without any necessity for prompting.

Alderman FLOOD. — A great deal of stress has been laid in the course of the examination on the existing company not furnishing to these people in Roxbury and Dorchester what they have asked for in the shape of arc and incandescent lights. Is the Boston Electric Light Company willing to furnish to these people in Dorchester and Roxbury, on their application, arc or incandescent lights, if they so desire?

Mr. BURDETT. — Willing and anxious. It would, however, promote the facility of doing it very much if we could obtain a location for a steam plant in Roxbury, and we hope to get such a location at the earliest possible date. But even as the lines stand to-day, we have miles of wire and numerous poles upon which very few lights are located, and it would be distinctly to the advantage of the Boston Electric Light Company to supply as many lights as possible along those lines.

Alderman FLOOD. — Well, would they not be willing to comply with all the requests of these people if they could do so?

Mr. BURDETT. — They would, so far as the requests were reason-

able. If a person should come and ask for electric lights at the price of gas, or candles, or oil, they probably would not be accommodated; but if they are ready to pay the regular standard commercial rates, the Boston Electric Light Company is ready, willing, and anxious to supply them, and those rates, I believe now, have become a matter of schedule in Boston so far as the present companies are concerned.

Alderman FLOOD. — Cannot the Boston Electric Light Company furnish lights to the Roxbury and Dorchester districts as cheaply as any company which is in existence at the present time or which may be in existence in the near future?

Mr. BURDETT. — I can only state my own belief that they can do so as cheaply or more cheaply than any other company, owing to their facilities.

Alderman FLOOD. — Has the Boston Electric Light Company made any proposition to the city lately in regard to the price of lights?

Mr. BURDETT. — I have stated to the Board the position of the company and its willingness to comply with the price which the Mayor had placed as a maximum for supplying the lamps of the city — 40 cents per light per night.

Alderman WILSON. — Mr. Burdett, I would like to ask you when the company indicated its willingness to furnish these lights for the limited price which the Mayor mentioned.

Mr. BURDETT. — I cannot give you an answer by exact dates, but I will do it as nearly as I can. In one communication to the Mayor, it was stated that they would abide by the price which the Gas Commissioners might fix, and after certain interviews, at which I was not present, and concerning which I cannot testify from personal knowledge, it was suggested to the Mayor by several parties in interest, that they would furnish the lights much lower than they had bid. Whether and when the Mayor has been informed that the company would do it for the sum of 40 cents, I cannot answer, because I do not know. I have not been among those who have waited upon the representative of the city government in reference to the question of price.

Alderman WILSON. — Then, if I understand you, to your own knowledge your company has offered to light these districts for the sum of 40 cents per light per night?

Mr. BURDETT. — If you regard me as a witness in court, and desire me to speak of my own knowledge, I do not know it, because I was not present.

Alderman WILSON. — Do you know it as counsel?

Mr. BURDETT. — Yes, sir.

Alderman WILSON. — I would ask you this — Was the offer from your company to the Mayor to light these districts at 40 cents per light per night made before or after the awarding of this contract, and the acceptance of the offer of this suburban company?

Mr. BURDETT. — I don't remember the date of the acceptance, or the date when that offer was made, if it was made.

Alderman WILSON. — I don't ask the exact date — I ask generally in regard to what the date was?

Mr. BURDETT. — I would like to know the date of that award — perhaps that might assist me in that respect. I don't remember the date of that award.

Mr. BURRAGE. — January 9.

Mr. BURDETT. — And this is February 5. I cannot answer with reference to that date, but I think the offer was subsequent.

On motion of Alderman Carruth, the hearing was declared closed at 5.41 P.M.

CITY OF



BOSTON.

STATEMENT

OF

CONTINGENT EXPENSES

OF THE

COMMON COUNCIL.

AUDITOR'S OFFICE, Feb. 1, 1890.

To the Honorable the Common Council: —

In compliance with the requirements of Rule 45 of the Common Council, the undersigned respectfully presents the following statement of bills chargeable to the Contingent Fund of the Common Council.

JAMES H. DODGE,
City Auditor.

	<i>December Draft.</i>	<i>January Draft.</i>	<i>February Draft.</i>
SHERMAN HOUSE.			
Common Council	\$75 00	\$58 00	\$64 00
Committee on Contingent Expenses	5 00	2 00	5 00
Elections	2 00	4 00	1 00
Cass Statue	1 00		
Manufacture of Gas	1 00		
Architect's Department		1 00	
Aldermanic Districts			2 00
Pay Roll of assistants receiving elec- tion returns	62 50	68 00	
John P. Dale & Co.	184 53		406 75
BOSTON CAB COMPANY.			
Common Council	86 50		132 00
Committee on Gas Investigation	11 00		
NEW ENGLAND TELEPHONE & TELEGRAPH CO.			
Private Line Service for Election Re- turns	28 81	4 78	
STRANAHAN & WILEY.			
Common Council	30 00		
Committee on Gas Investigation	3 00		
Loan, Conference	1 00		
Contingent Expenses	5 00		
J. M. HILL.			
Common Council	30 00	7 00	9 00
Committee on Loan, Conference	1 00		
Contingent Expenses	6 00	1 00	
Rockwell & Churchill	77 26		
Rice, Kendall, & Co.	50 70		
ROBINSON & FITZSIMMONS.			
Common Council	28 50	23 40	18 85
Committee on Contingent Expenses	1 00	5 00	5 00
Cass Statue	2 00		
Loan, Conference	1 00		
Elections	1 00		
Manufacture of Gas	3 00		
Investigating Architect's Department		1 00	1 00
Aldermanic Districts			4 00
Fred M. Smith.	16 50		82 00
<i>Amounts carried forward,</i>	<u>\$714 30</u>	<u>\$175 18</u>	<u>\$730 60</u>

CONTINGENT EXPENSES OF COMMON COUNCIL. 3

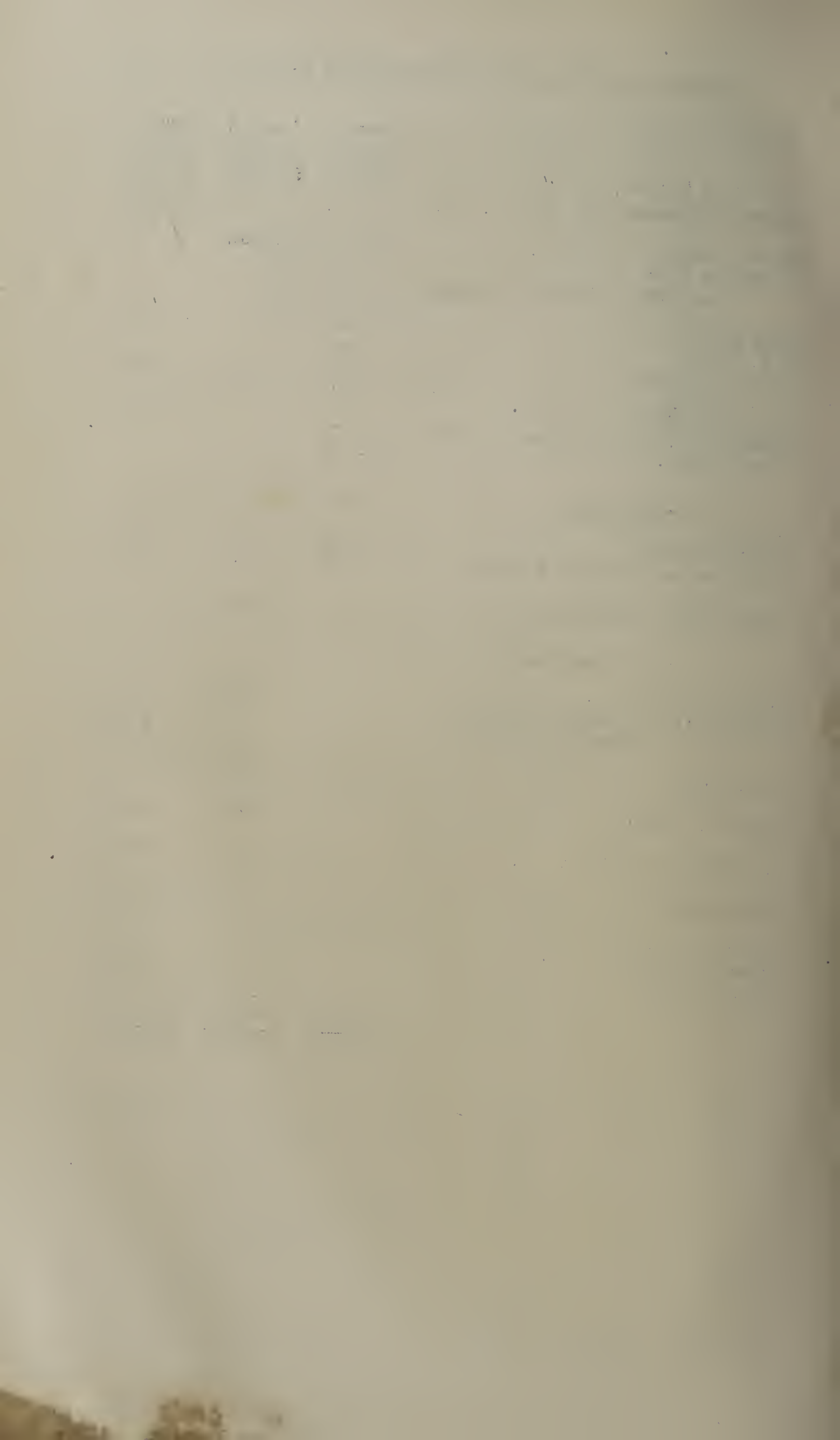
	<i>December Draft.</i>	<i>January Draft.</i>	<i>February Draft.</i>
<i>Amounts brought forward,</i>	\$714 30	\$175 18	\$730 60
Henry G. Graham	6 00		6 00
Harvey Blunt	38 50	48 50	
P. Clark & Sons			
Committee on Gas Investigation	12 00		
John Welch	8 00		13 50
P. E. Murray	7 00		
John F. Renehan	6 50		16 50
J. A. Conway	6 00	2 00	
J. D. McGrady	6 00		10 50
Noyes, Cobb, & Co.; portrait of Pres- ident Allen	100 00		

THE QUINCY.

Common Council	2 00	3 00	3 00
Committee on Contingent Expenses .	1 00	1 00	4 00
Joseph O'Kane, reading clerk . .		100 00	

R. A. STRANAHAN.

Common Council		29 00	14 00
Committee on Contingent Expenses .		5 00	2 00
Aldermanic Districts .			1 00
J. A. Rogers		5 00	
James F. Ormond		3 00	40 00
J. R. Whipple & Co.			45 00
F. A. Gaffney			8 50
Carter, Rice, & Co.			18 20
Frank A. Foster			10 00
John Murphy			4 50
	<u>\$907 30</u>	<u>\$371 68</u>	<u>\$927 30</u>



CITY OF



BOSTON.

ANNUAL REPORT

OF THE

INSPECTOR OF BUILDINGS,

For the Year 1889.

DEPARTMENT FOR THE INSPECTION OF BUILDINGS.

OFFICE OF THE INSPECTOR OF BUILDINGS,
OLD STATE-HOUSE, Jan. 1, 1890.

To the Honorable the City Council of the City of Boston: —

GENTLEMEN, — In compliance with the provisions of Section 6, Chapter 374, of the Acts of the year 1885, I have the honor to submit the eighteenth annual report of the department, embracing its operations for the year ending Dec. 31, 1889, together with such recommendations as in my judgment would tend to further promote its efficiency.

To the tables which form a part of this report, together with the explanatory notes prefixed to each, I invite your attention.

DUTIES OF THE DEPARTMENT.

Under the provisions of the statutes relating to buildings in the City of Boston, and under the provisions of the City Ordinances relating to buildings, the department has supervision over the following matters: —

The erection of brick, stone, and iron buildings, under statute provisions, throughout the entire city limits.

- The erection of wooden or frame buildings of limited dimensions and range, outside of the building limits, under the provisions of the City Ordinances.
- Additions, alterations, and repairs on all classes of buildings, with especial reference to their compliance with the present requirements of the building law.
- The inspection of unsafe buildings and structures, with full power to require the securing or removal of the same, and, in case of immediate danger, where the security of the public is imperilled in life and limb, authority to enter upon, secure, or take down the same, as the exigencies of the public safety, in the opinion of the Inspector, may require.
- The examination of buildings damaged by fire or accident, with authority to enter upon the premises and investigate the origin thereof.
- The inspection of buildings liable to take fire from unsafe flues and heating-apparatus.
- The supervision and the protection of the building limits, the district in which the erection of independent wooden buildings is prohibited by statute law, with certain limitations as to wharves, market buildings, and elevators for grain and coal.
- Special authority invested in the Inspector of Buildings to issue permits for wooden and frame sheds for special purposes, within the building limits of the city.
- The examination for approval of plans and specifications of all proposed buildings.
- The examination for the approval of plans of proposed tenement-houses, public and family hotels, with especial reference to their compliance with special statute provisions, regulating area for light and ventilation, material and construction of water-closets, drainage, cesspools, height of habitable rooms, window-openings, hall-ways, construction of stairways, fire-escapes, and the height of the buildings as regulated by the width of the street upon which they are proposed to be erected.
- The enforcement of statutory provisions requiring fire-escapes upon certain buildings in which operatives are employed in factories, mills, or manufactories, tenement houses, and hotels, etc.
- Authority invested in the Inspector of Buildings, under the Act relating to the Inspection and Construction of Buildings in the City of Boston, in buildings used for public purposes, to regulate the entrances, door-ways, passage-ways; their width, construction, and number, and obstructions that may be placed therein; the arrangement

of the seatings, and the use of combustible materials, draperies, scenery, properties, etc.

The inspection of all hoist-ways and elevators in buildings, with reference to their construction and use in conformity with the requirements of the Public Statutes, authority being invested in the Inspector of Buildings to prohibit their use if unsafe or dangerous or not conforming to the requirements of law, a notice of said action to be placarded on the door or entrance of cab or car.

Compliance with the requisitions of the Board of Health.

The setting of steam engines and boilers.

The building of furnaces for melting iron, glass, or other metals.

The building of ovens, kilns, etc.

The setting of heating-apparatus in all classes of buildings.

The examination of the grade of cellar-bottoms of buildings built upon filled land; reporting violations of the same to the Board of Aldermen.

The storage of combustible material in buildings occupied in whole or in part as dwellings, situated within the building limits of the city.

Buildings authorized by the Board of Health to be used for stables are licensed to be occupied for this purpose, under the direction of the Inspector of Buildings.

Authority invested in the Inspector of Buildings to regulate the number of watchmen, red lights, gongs, etc., and to require any further provisions he may deem necessary for the protection of life in hotels, boarding and lodging houses.

Examination for approval of the construction of bay-windows and other projections over or into the highway, for which the Board of Aldermen may grant licenses.

The examination of buildings with reference to their being provided with ample and sufficient means of egress, and their compliance with statute requirements, upon petition for license to occupy the same as a place of public amusement.

Examination of private signs, lanterns, druggists' mortars, etc., located in the public highways, upon a petition to the Board of Aldermen to maintain the same, if secured satisfactory to the Inspector of Buildings.

Authority to apply to any court in equity for an injunction restraining the erection or alteration of a building which does not conform to the requirement of law, and the construction of windows, steps, and porches, etc., projecting into or over any public highway, without a license from the Board of Aldermen.

The inspection of all steam-boilers, so that the facts and return relative to them, required to be made, may be returned to the Tax Commissioners.

The projection of electric, gas, and oil lights throughout the entire city.

The construction, management, and inspection of hoist-ways and elevators throughout the entire city.

The occupancy of streets for building purposes.

The occupancy of streets for setting tar-kettles.

The occupancy of streets for hoisting or lowering safes.

The regulation of plumbing.

Authority invested in the Inspector of Buildings, on complaint of any officer empowered to serve criminal process, to enter and inspect any building which is believed to be resorted to for gaming purposes, and to cause any obstructions of unusual strength to be removed.

The examination of buildings, to see that they conform to the requirements of Chapter 426 of 1888.

To notify owners what changes are necessary to conform to said act.

To issue certificates when buildings conform to said act.

To revoke certificates when buildings have been changed from their conditions at time of granting said certificates.

PERMITS.

Chapter 374, Section 13, Acts of 1885.

"No work except necessary repairs shall be done upon any wall, structure, or building in said Boston without a permit from said Inspector of Buildings, nor except in conformity with the provisions of this act."

This necessitates an application being made to this department, its reference to an Assistant Inspector for examination of premises, approval of said application, and, in case of new buildings and extensive alterations, of plans and specifications of same, granting of permit to build and occupy street, and recording such permit.

The magnitude of this work can be seen by the following table, showing number of permits granted each month and for what purposes : —

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Brick	19	16	46	27	36	73	22	51	14	26	40	33	403
Wood	73	110	190	196	177	166	201	156	152	167	146	133	1,867
Alter, etc.	138	128	176	194	246	222	191	204	142	221	217	138	2,217
Boilers and engines	59	74	77	45	78	68	37	85	57	160	75	88	903
Plumbing	324	215	241	239	432	486	400	504	322	439	335	264	4,201
Street permits	243	132	285	300	341	269	283	246	244	271	186	127	2,927
Tar-kettles	375	151	137	161	231	212	182	227	232	282	298	163	2,651
Safes	36	25	26	31	32	30	16	28	26	61	33	26	370
Electric lights	1	4	2	1	1	3	2	2	1	6	8	7	38

Number and purposes of brick buildings for which permits have been granted during the year : —

Apartment-houses	75	Mercantile	21
Apartment-houses and stores	4	Offices	4
Banks and offices	1	Passenger station	1
Boiler-houses	2	Power-house	1
Carriage-houses	2	Scale-house	1
Chapel	1	Stores	8
Churches	2	Stores and offices	4
Dwellings	188	Storage	9
Dwellings and stores	26	Stables	4
Dry-house	1	Tank-house	1
Engine-houses	2	Theatre	1
Educational	1	Tenement-houses	18
Family hotels	3	Tenement-houses and store	1
Freight-house	1	Oil-house	1
Gate-house	1	Warehouses	2
Home	1		
Manufacturing	8		403
Mechanical	7		

Table showing the number of brick buildings, by wards, for which permits to erect have been granted during the year : —

Wards.	Buildings.	Wards.	Buildings.
1	6	15	2
2	6	16	22
3	1	17	11
4	1	18	5
5	1	19	45
6	9	20	45
7	8	21	4
8	6	22	63
9		23	4
10	11	24	7
11	82	25	40
12	15		—
13	3		403
14	6		

Number and purposes of wooden buildings for which permits have been granted during the year: —

Awnings over plat-		Hall and stores . . .	1
forms	2	Foundries	2
Barns	2	Lockers	2
Boat-house	1	Manufacturing . . .	9
Boiler-house	1	Mechanical	27
Boiler-shop	1	Market	1
Bowling-alley	1	Offices	8
Chapel	1	Office and storage . .	1
Churches	2	Office and store . . .	1
Club-houses	2	Observatory	1
Carriage-houses	2	Poultry-houses . . .	23
Coal elevator	1	Power station	1
Coal pocket	1	Patrol-houses	2
Drying-house	1	Railway station . . .	1
Dwellings	1,434	Stables	126
Dwellings and stores . .	43	Stores	16
Dwelling and bakery . .	1	Studio	1
Dwelling and library . .	1	Storage	85
Engine-house	1	Sheds	33
Experimental-room . . .	1	Shops	6
Freight-house	1	Water-tanks	2
Greenhouses	15	Waiting-room	1
Head-house	1		—
Hay-shed	1		1,867

Table showing number of wooden buildings, by wards, for which permits have been granted during the year : —

Wards.	Buildings.	Wards.	Buildings.
1	151	15	39
2	63	16	0
3	17	17	3
4	40	18	1
5	12	19	21
6	1	20	119
7	0	21	209
8	0	22	91
9	0	23	344
10	0	24	455
11	0	25	217
12	5		
13	31		1,867
14	48		

PLANS AND SPECIFICATIONS.

Chapter 374, Section 15, Acts of 1885.

“The said Inspector shall not give a permit for the erection of any building until he has carefully inspected the plans and specifications thereof, ascertained that the building has sufficient strength, and that the means of ingress and egress are sufficient. A copy of plans and specifications of every public building shall be deposited in the office of the Inspector.”

This is a matter of the first importance, for on these depend the superstructure.

It is also essential that plans and specifications should be presented and approved by this department before contracts are made, as any alteration in them after the contracts are let, causes disagreements between architects, mechanics, and owners.

Number of examinations made of plans, etc., 2,412.

NEW BUILDINGS AND ALTERATIONS.

In my last annual report I took the occasion to speak of the building laws in the following terms : —

“The degenerating tendency which was manifested in the manner and material of construction and alteration of buildings prior to 1872 was the immediate cause of directing attention to the necessity for a stringent building law ; and the spirit and intent of that law was, how, in the erection and

alteration of buildings, to prevent fires, and thereby preserve life and property.

"The first act was insufficient in its scope, and was amended from time to time, until it was found necessary to revise the entire law." Since which revision further amendments have been added and events have occurred which make it desirable that the building laws should be thoroughly revised and simplified, and a codification presented to the Legislature during the present session.

This law should aim to regulate : —

1st. The internal construction, so that a fire may be confined to the apartment in which it occurs.

2d. The external construction, that, a fire occurring in an adjoining building, it shall be a barrier to its further progress.

3d. The proper setting of boilers, furnaces, etc., that fire may not be occasioned thereby.

4th. The construction of chimneys, that they may contain no defects.

5th. The control and management of elevators, that the liability to spread of fire thereby may be obviated, and the danger to accident, resulting in loss of life or limb, lessened.

6th. That all buildings to be constructed or altered should be sufficient in strength and material, and proper in egress, for the purposes for which they are to be used.

7th. That the repairing and patching of wooden structures, when depreciated fifty per cent. of the assessed value, should be prohibited in the district wherein wooden buildings cannot be erected.

These important interests affect the future welfare of our city to a greater degree than is generally supposed ; in fact, it is only when the general public is aroused from its lethargy by some fearful calamity—such as the fires of November 26 and 28 at Lynn and in our own city—that it throws off its indifference to the general welfare and the self-interest of the individual, and appeals to its representatives in the State and City Councils for such restraint and proper supervision of construction as will protect the citizens, not only individually, but as a whole, and decrease the liability of extensive fires which menace our prosperity.

BRICK BUILDINGS.

Table showing the number of Brick Buildings completed and the estimated cost of same, by Wards and Months.

WARDS.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
	°N	°N	°N	°N	°N	°N	°N	°N	°N	°N	°N	°N	
1	.	.	.	.	.	.	\$19,200	.	.	.	.	.	\$19,200
2	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	\$12,000	.	.	.	.	.	.	.	.	.	12,000
5	.	.	.	.	.	.	.	.	.	5,000	.	.	5,000
6	.	.	1,200	\$12,000	\$6,000	.	.	.	.	7,000	108,700	480,000	614,900
7	.	.	.	100,000	.	1	18,000	.	500	.	.	.	118,500
8	.	.	3,500	.	.	.	.	.	.	.	.	13,000	16,500
9	\$33,000	.	.	.	.	.	.	.	.	.	.	.	33,000
10	.	.	.	.	.	.	.	.	.	.	422,000	526,000	948,000
11	25	620,000	.	.	774,000	\$49,000	454,000	25,000	162,000	394,000	294,500	842,800	3,615,300
12	.	.	.	83,000	.	.	.	.	.	.	.	536,500	619,500
13	2	11,500	.	60,000	.	.	.	.	.	7,000	.	.	78,500
14	.	.	.	1,000	.	.	.	.	.	.	.	125,000	126,000
15	.	.	.	.	.	.	.	.	.	.	3,500	4,500	8,000
16	.	.	.	22,600	.	.	.	.	.	9,000	81,000	8,600	121,200
Carried for- ward	28	\$664,500	3	\$278,600	\$16,700	\$49,000	\$473,200	\$43,000	\$162,500	\$422,000	\$909,700	\$2,536,400	\$6,335,600

BRICK BUILDINGS. — Continued.

WARDS.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N
Brought forward . . .	28 \$664,500	.	\$16,700	\$278,600	\$780,000	\$49,000	\$473,200	\$43,000	\$162,500	\$422,000	\$909,700	\$2,536,400	\$6,335,600
17	.	.	.	.	29,500	.	.	6,600	.	33,700	59,000	1,500	130,300
18	.	.	.	.	90,000	.	.	.	.	.	.	18,000	108,000
19	.	.	.	.	.	.	50,000	.	12,000	131,250	89,500	3,000	285,750
20	1 90,000	.	.	64,300	.	.	.	10,000	.	.	8,500	56,500	229,300
21	.	.	.	50,000	.	.	.	.	25,000	16,000	.	38,500	129,500
22	.	115,000	.	17,000	3 41,000	.	110,000	25,000	111,000	64,000	301,000	72,000	856,000
23	.	.	.	15,000	.	.	.	1,300	.	2,000	.	17,500	35,800
24	.	.	43,000	.	.	.	.	.	.	.	.	882,500	925,500
25	1 12,250	6,500	.	.	.	12,000	12,250	.	.	.	.	.	43,000
	30 \$766,750	3 \$121,500	5 \$59,700	23 \$424,900	27 \$940,500	9 \$61,000	42 \$645,450	8 \$85,900	19 \$310,500	46 \$668,950	74 \$1,367,700	63 \$3,625,900	\$9,078,750

	Buildings.	Cost.
1888	316	\$5,276,350.00
1889	349	9,078,750.00

WOODEN BUILDINGS.

Table showing the number of Wooden Buildings completed and the estimated cost of same by Wards and Months.

WARDS.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total Cost.
	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N	° N	
1 . . .			8 \$20,225	15 \$23,475	2 \$9,800		13 \$29,350	10 \$27,475	11 \$36,850	18 \$44,700	15 \$40,050	21 \$74,550	\$306,475
2 . . .			2 2,500	5 7,850			1 700		4 11,400	11 30,500	19 50,875	7 11,890	115,715
3 . . .	3 \$3,600				1 75				1 350	6 17,500		1 260	21,785
4 . . .			6 10,720		2 2,090			2 3,400	1 1,700	5 14,000	2 3,200	14 35,350	70,460
5 . . .			1 3,300	3 10,050	2 75			1 3,500		9 25,600		1 4,000	46,525
6 . . .											1 10,000		10,000
7 . . .													
8 . . .													
9 . . .													
10 . . .													
11 . . .													
12 . . .					1 2,500			2 3,650		1 9,500	1 16,000		31,650
13 . . .				6 15,800	4 5,060		5 8,100		2 3,300	11 23,200	5 28,125	26,550	110,185
14 . . .	1 3,600		1 2,800	10 20,275	1 100		9 27,800	4 4,075	18 52,150	6 24,100	4 20,700	6 18,600	174,200
15 . . .	3 6,700			6 19,100	2 575		4 8,200	4 4,050	5 10,400	2 4,050	3 12,400	5 19,200	84,675
16 . . .													
Carried forward	7 \$13,900		18 \$39,545	45 \$96,550	15 \$20,275		32 \$74,150	23 \$46,150	42 \$117,150	62 \$193,100	56 \$181,350	60 \$190,400	\$961,670

WOODEN BUILDINGS — Continued.

WARDS.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	o N	Total Cost.								
Brought forward	7	\$13,900	18	\$39,545	45	\$96,550	15	\$20,275	32	\$74,150	23	\$46,150	42	\$117,150	62	\$193,100	56	\$181,350	60	\$190,400	351	\$961,670
17	4	\$10,561						100		8,000			2								7	18,661
18								200			1										1	200
19				14,000				5,300	4,500	8,000	2		2				1	7,500	5	20,000	18	67,800
20	20	37,150	6	11,100	15	8,000	2	33,500	12	63,000	9	33,500	12	63,000	5	19,500	14	59,950	11	57,800	115	446,700
21				98,537	3			91,500	5	41,000	17	91,500	3	9,900	24	107,525	31	22,050	26	107,000	170	660,012
22	9	15,900	3		7			3,000		26,200	1	3,000	10	9,900	10	36,500	15	43,025	17	30,850	76	208,775
23	7	7,630	27	171,950	15			45,020		126,490	25	45,020			51	182,900	52	131,000	40	100,200	316	859,545
24	37	138,050	45	64,225	22	35,650	9	30,300	2	117,150	10	30,300	2	3,450	102	278,695	68	206,025	39	127,600	426	1,300,295
25				51,200	7			11,275		77,625	15	11,275			22	61,300	21	38,859	39	90,100	170	385,684
	30	\$212,630	51	\$507,562	84	\$43,650	11	\$214,880	66	\$606,115	104	\$266,345	66	\$238,050	280	\$895,570	258	\$689,759	237	\$723,350	1,659	\$4,919,342

Buildings.	Cost.
1888	\$4,470,510.00
1887	1487.
1889	1659.
	4,919,342.00

The following classification shows the number and material of buildings for which permits have been issued to alter, etc. : —

Brick	986
Wood	1,214
Stone	10
Iron	7
Total	<u>2,217</u>

The alterations that have been completed are as follows : —

	Number.	Estimated cost.
January	66	\$218,575
February	129	205,020
March	147	76,299
April	120	181,340
May	268	470,585
June	158	96,710
July	151	154,641
August	154	107,108
September	124	88,380
October	166	177,117
November	366	704,885
December	158	642,025
Total	<u>2,007</u>	<u>\$3,122,685</u>

INCREASE OF TAXABLE PROPERTY.

The records of this department show that during the year there have been 88 buildings demolished to make room for new structures.

The assessed valuation of these buildings was \$507,200, while the assessed valuation of the land upon which they stood is \$2,845,600.

The number of buildings completed during the year is 2,008, at an estimated cost of \$13,998,092.

There have been 2,007 alterations completed during the year, at an estimated cost of \$3,122,685.

This makes an increase in taxable valuation of \$17,120,777 00

From which deduct valuation of buildings demolished 507,200 00

Leaves a total increase of taxable real property of \$16,613,577 00

EXAMINATIONS.

Under the provisions of Chapter 374, Acts of 1885, the department is required to make examinations "as often as practicable" of all new buildings in process of erection (brick, stone, iron, and wood).

All buildings undergoing repairs, alterations, or having additions built to them.

All classes of buildings, with reference to their conforming to the statutes relating to egress.

Special examinations, those not included in routine work, such as accidents, fires, unsafe buildings, overloaded floors, etc.

Elevators and hoist-ways, with reference to their conforming to provisions of statutes.

Setting of steam-boilers, furnaces, ovens, forges, ranges, etc., with regard to safety against fire.

Plumbing in new buildings, and where alterations in plumbing take place, that the material method of construction and workmanship is up to the standard required by ordinances, and that the water-test required be made in the presence of an officer of this department.

Plans and specifications, for approval or disapproval.

Electric lights, gas and oil lamps projecting from buildings, with regard to security of same.

Table showing the number of examinations made, by months, and for what purposes: —

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
New buildings .	1,164	896	982	1,111	1,267	1,389	2,258	1,698	1,565	1,717	1,654	1,478	16,799
Alterations . . .	323	361	429	522	642	639	523	500	399	533	741	486	6,098
Boilers, etc. . .	124	90	179	126	177	122	202	206	109	197	107	79	1,718
Plumbing . . .	638	563	599	512	712	888	950	829	676	797	1,286	768	9,218
Electric lights .	..	2	..	..	3	1	2	..	3	4	..	..	15
Elevators	80	133	137	114	116	144	110	80	83	121	86	116	1,320
Egress	229	270	218	145	346	318	146	252	95	205	281	155	2,660
Plans	123	102	239	239	237	272	216	232	223	219	129	181	2,412
Specials	10	10	21	7	7	18	25	16	9	18	3	6	150

REPORTS.

Under the provisions of Chapter 374, Acts of 1885, the department is required to "make a record of all violations of this act," also a record of unsafe buildings, dangerous chim-

neys, defective flues, unsafe heating-apparatus, fires and accidents, violations of the ordinances, final reports on buildings erected, which is as follows :—

Table showing number of reports made, by months, and for what purpose :—

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Unsafe buildings	25	38	31	48	38	53	50	72	30	52	44	24	505
Dangerous chimneys	49	40	52	61	51	48	32	37	11	29	25	13	448
Fire records	110	69	62	84	79	65	51	56	53	230	45	123	1,027
Violation of statutes	51	159	135	186	244	163	137	130	85	166	113	135	1,713
Violation of ordinances . .	37	59	43	33	34	56	43	11	20	46	24	35	441
Finals	230	97	254	339	204	45	467	165	294	704	614	569	3,970

NOTICES ISSUED.

The notices issued by this department are of so miscellaneous a character, that is, varied in their terms, that only a general classification of them can be made, and it must of necessity be very broad in its scope. It is as follows :—

Table showing number of notices issued, by months, and for what purpose :—

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Violations of statutes	17	78	76	96	88	56	108	53	38	101	70	102	883
Violations of ordinances . .	41	27	53	41	47	45	47	42	57	75	33	45	553
Unsafe buildings, walls, etc. .	10	10	12	20	18	28	51	28	22	41	16	11	267
Dangerous chimneys	24	17	22	29	30	24	9	26	10	17	9	9	226
Fire-escapes	44	25	32	31	28	28	43	47	31	31	18	34	362
Miscellaneous (cannot be classified under any head) . .	22	3	1	3	..	7	11	1	..	..	..	..	48

PLUMBING.

Chapter 49, Revised Ordinances of 1885.

" Every plumber, before doing any work in a building, shall, except in the case of repair of leaks, file at the office of the said inspector, upon blanks to be provided for the purpose, a notice of the work to be performed; and no such work

shall be done in any building without the approval of said inspector."

The department is taxed to its utmost to keep pace with the duties and requirements occasioned by the enormous increase in the number of permits granted for this purpose, and the examinations and reëxaminations necessary to be made to secure proper material and method of construction; in addition to which, all plumbing must be tested in the presence of an inspector, and by him found satisfactory. (See Chapter 48, Revised Ordinances of 1885, Section 13.)

Number of permits granted to perform plumbing .	4,201
Number of examinations made of work during plumbing	9,218
Number of plumbing alterations completed during year	2,192
Estimated cost of same	\$397,269

Plumbing is a question of growing importance, for it has to do with the safety of our dwellings, school and business houses; and whether the present method of ventilating is not prejudicial to health is a matter of serious moment, and I respectfully call your attention to the ordinance regulating it, believing that it is necessary for the best interests of the city to amend and revise said ordinance before the revision of the ordinances now in process is completed and accepted.

BOILER REPORTS.

In compliance with the provisions of Chapter 374, Section 6, of the Acts of the year 1885, herewith is submitted a report of steam-boilers in the city of Boston examined by this department for the year ending August 1, 1889, with their conditions, number of horse-power, whether any accident has occurred during the past year, and facts as to cause of same; also, statement of boilers operated in violation of Public Statutes, Chapter 102, Sections 51, 52, and 53, of the Acts of the year 1882.

Number of boilers reported by this department located in the city of Boston	2,432
Number of boilers set under permit from last report to August 1, 1889	335
Number of boilers set under permit, being substituted for boilers in use	31
Total number of boilers located in the city of Boston	2,767
Aggregate horse-power of all boilers	93,573
Average horse-power to each boiler	31+

LOCATION OF BOILERS BY WARDS.

Ward.	Boilers.	Ward.	Boilers.
1	84	15	72
2	89	16	39
3	23	17	93
4	56	18	72
5	51	19	73
6	184	20	112
7	214	21	88
8	31	22	95
9	27	23	61
10	271	24	98
11	319	25	88
12	296		
13	94	Total	2,767
14	137		

STATEMENT OF BOILERS EXAMINED BY ORDER OF INSPECTOR
OF BUILDINGS TO AUGUST 1, 1889.

Total number specially examined 1,679

Form and description, to wit:—

Horizontal tubular	978
Upright tubular	283
Locomotive	65
Sectional	225
Flue	5
Cylinder	54
Patent	69

Boilers conforming to statute law	1,006
Boilers not conforming to statute law	567
Condition not ascertainable	106

Total horse-power of 1,515 boilers examined	66,475
Average horse-power to each boiler	39+

Number of boilers repaired	327
“ “ accidents	0

M. Killilea	1
New Bedford Iron-Works	1
Harrison Loring	1
Charlestown Iron Co.	1
United States Government	1
Webb & Watson	1

Bisbee, Endicott, & Co.	1
Utica Steam-Engine Co.	1
E. Kendall & Son	1
Roberts' Iron-Works	1
J. Haslem	1
Wilbraham Bros.	1
James Leffell & Co.	1
Connington & Simms	1
Wilson & Co.	1
National Boiler Co.	1
Chamberlain	1
Miller	1
Brown	1
Pottstown Iron Co.	1
Campbell & Son	1
A. J. Perry	1
Edw. Whiteley	1
Smith & Adams	1
Palmer	1
Central Falls Boiler-Works	1
F. Tudor & Co.	1
Somersworth Machine Co.	2
D. R. Prindle	1
C. Groton	1
J. H. Thurber	2
Daniel Sullivan	2
J. C. Hoadley	2
Morrill, Gorham, & Co.	2
Wm. Hanaford	2
J. H. Mills	12
G. E. Hawkins	2
Frank W. Foster	5
Corliss Manufacturing Co.	2
Lidgewood Manufacturing Co.	3
Geo. T. McLauthlin	2
Thos. Cunningham	3
Braman, Dow, & Co.	3
R. E. Haskins Iron Co.	3
Morrill, Whittemore, & Co.	3
Le Bosquet Bros.	3
Buerkel & Co.	4
R. W. Pratt & Co.	4
Maynard Iron-Works	4
Stewart and Allen	4
Waterhouse	4
Ross & Hittinger	4
Mason Machine Co.	4

S. L. Holt & Co.	5
H. B. Smith Co.	5
Porter Manufacturing Co.	5
Wm. Allen & Sons	6
Fitchburg Steam-Engine Co.	2
Pierce, Butler, & Pierce	4
Louis Osborne Manufacturing Co.	7
A. Holt & Co.	7
McKay & Aldus	8
Swampscott Machine Co.	8
Putnam Foundry & Machine Co.	9
Walworth Manufacturing Co.	15
James Russell & Son	21
Campbell Brothers	11
Exeter Machine Co.	23
Colt Fire-Arms Co.	13
Cunningham Iron-Works	17
Robinson Boiler-Works	15
Hinckley Iron-Works	15
Pitkin Bros.	15
Harrison Boiler-Works	16
G. W. Walker & Co.	17
Geo. H. Miles	20
Babcock & Wilcox	20
L. Descalzo & Co.	35
Allen & Endicott	27
John Lally	30
Cook, Rymes, & Co.	30
Lally & Russell	32
Atlantic Works	33
Campbell & Whittier	45
Pentecost Steam Generator Co.	45
Walker & Pratt Manufacturing Co.	67
J. H. & F. Cunningham	46
S. E. Chubbuck & Son	54
Ingalls & Kendrick	83
E. Hodge & Co.	128
Kendall & Roberts	166
Whittier Machine Co.	240
Unknown	222

Date of Make.

Year.	Boilers.	Year.	Boilers.
1852	2	1874	58
1854	2	1875	36
1855	1	1876	48
1856	1	1877	33
1861	5	1878	38
1862	2	1879	52
1863	5	1880	88
1864	3	1881	92
1865	7	1882	114
1866	14	1883	88
1867	10	1884	86
1868	21	1885	81
1869	22	1886	59
1870	39	1887	103
1871	36	1888	70
1872	45	1889	14
1873	85	Unknown	319

Location by Wards.

Ward.	No.	Ward.	No.
1	49	15	2
2	95	16	11
3	33	17	77
4	37	18	29
5	32	19	50
6	118	20	44
7	115	21	31
8	16	22	54
9	20	23	24
10	287	24	17
11	202	25	24
12	143		
13	89		
14	80		
			1,679

BOILERS, ENGINES, FURNACES, ETC., SET.

Chapter 374, Acts of 1885.

SECTION 79. "No furnace and no range set in masonry shall hereafter be placed, or its location changed, in any building except as the inspector shall approve."

SECT. 84. "Upon a license being granted for the erection of a steam boiler, engine, or furnace for melting glass or metal, in any building, the person or persons receiving such license shall, before setting, erecting, or placing said boiler,

engine, or furnace, obtain a permit thereof from the inspector, who shall prescribe such regulation for the setting or placing thereof as the public may require."

Permits issued were as follows : —

Boilers	297	Melting-furnaces	6
Boilers and engines	33	Gas-cookers	2
Engines	42	Roasters	5
Ovens	17	Tailor's furnaces	1
Ranges	18	Broilers	2
Kettles	3	Kiln	1
Furnaces	473		
Forges	3		903

Number of examinations with reference to the proper setting of same, 1,718.

OCCUPATION OF STREETS.

The department has issued, under Chapter 28, Revised Ordinances, and subject to the approval of the Superintendent of Streets, for the occupation of streets for building purposes, 2,927 permits. For placing tar-kettles in streets, 2,651 permits. For hoisting or lowering safes, 370 permits.

	Building purposes.	Tar-kettles.	Safes.
January	243	375	36
February	132	151	25
March	285	137	26
April	300	161	31
May	341	231	32
June	269	212	30
July	283	182	16
August	246	227	28
September	244	232	26
October	271	282	61
November	186	298	33
December	127	163	26

EGRESS.

The department the past year has been as active, vigilant, and thorough in the enforcement of the laws regulating egress from buildings, as it possibly could be, without neglecting the imperative demands of the statutes and ordinances prescribing its duties.

Day by day the department is brought face to face with undeniable facts where our citizens are constantly menaced with peril, and who, without warning, might be called upon

to surrender life or reason, as the case might be ; for, in the case of fire, men and women, under the bewildering influence of smoke, become frantic, reason is dethroned, and human life jeopardized.

The internal construction of a majority of buildings is such that, with a fire within the walls, flame and smoke penetrate all parts, and the result is to bewilder its inmates.

The law of safety by egress provides only for tenements, which is designated by being occupied by four families, leaving dwellings occupied by from one to three without protection by law.

This should not be, and I would respectfully request that the Committee on Legislative Matters of the City Council be authorized by your honorable body to have the law of egress further amended, to embrace this class of property.

Table showing the operations of this branch of the department work by months : —

	Examinations.	Reëxaminations.	Requisitions.	Letters.	Law Department cases.	Reported by other Inspectors.	Buildings provided for.	Families.	Persons.	Cost.
January	30	120	34	10	. . .	79	11	25	899	\$3,200
February	40	190	9	16	1	40	8	36	1,341	3,950
March	30	170	22	10	1	18	17	54	892	5,875
April	30	105	21	10	1	10	8	9	1,388	3,750
May	45	300	5	23	. . .	1	14	27	1,796	5,750
June	50	260	18	10	. . .	8	13	77	859	6,105
July	25	105	31	12	. . .	16	12	31	1,163	3,875
August	40	200	24	23	10	12	24	79	2,631	4,300
September	10	75	24	7	. . .	10	18	32	996	4,650
October	80	125	11	20	. . .	. . .	6	18	268	1,350
November	96	185	4	14	. . .	. . .	12	30	640	4,525
December	30	125	6	28	. . .	. . .	11	26	1,340	5,900
	506	1,960	209	153	13	194	154	444	14,213	\$53,230

Upon an examination it will be seen that the buildings provided with proper additional means of egress number 154. These buildings were used for the various purposes which come under the law regulating egress. It is further shown that in these buildings were 444 families, and a total of 14,213 persons, which includes operatives.

These additional means of egress cost \$53,230, and necessitated a total of 2,466 examinations.

PROSECUTIONS.

In order to assist in the execution of this work, it was found necessary to appoint one of the assistant inspectors a special police officer, which was done by the Police Commission.

There were fourteen cases referred to the Law Department for prosecution, and for obtaining from the court writs of injunction restraining the use and occupancy of the buildings.

The following is a list of cases entered by this department for prosecution, and the causes for same, the names of offenders, and the action of the court : —

<i>James O'Connell.</i> Violation of plumbing ordinances. No notice filed, and sink and wash-tray traps not provided with vent-pipes. Fined \$2 and costs on each complaint. Paid	\$14 00
<i>Michael M. Herbert.</i> Violation of plumbing ordinances. No notice filed. Fined	5 00
<i>John S. McLean.</i> Violation of plumbing ordinances. No notice filed. Two counts. Fined, ...	8 00
<i>Richard Holmes.</i> Violation of statutes. Fire-stops omitted. Discharged on condition that fire-stops be placed, and payment of costs	7 10
<i>Joseph W. Noonan.</i> Violation of plumbing ordinances. No notice filed. Case placed on file on payment of costs	6 70
<i>James H. Milner.</i> Violation of plumbing ordinances. No notice filed. No special air-pipe to W. C. trap. Placed on file on payment of costs, ...	10 18
<i>Patrick Hurley, William F. Devine, and Peter Scheib.</i> Violations of statutes. Building of wood within building limits. Scheib discharged; Hurley and Devine fined \$100 and one-half costs each. Appealed.	
<i>Thomas H. Duggan.</i> Violation of plumbing ordinances. No notice filed. Placed on file on payment of costs	6 13

ELEVATORS AND HOIST-WAYS.

The importance of this branch of the department cannot be overestimated, as reference to the following will show. On the safe construction and constant inspection of elevators and hoist-ways depends the safety of a very large portion of the public. The proper protection against fire inside of elevator shafts is also one of the duties assigned to this branch. The duties are rapidly increasing of late years, as

in nearly all new mercantile and factory buildings from one to nine elevators have been put in each. To facilitate their business and to keep pace with the progress of the age, many old houses have also been compelled to put in elevators, the electric motor and hydraulic machine furnishing a ready motive-power where steam-power is not available.

It will be seen that the number of accidents by freight elevators far exceeds those by passenger elevators, while the number of persons riding on passenger elevators is greatly in excess of those riding on freight elevators. This is due to the careless and indiscriminate manner in which freight elevators are used. The greater part of them having no authorized conductor, and being easy of access, affords an opportunity for conveyance to and from the upper parts of buildings, which is readily taken advantage of by employees, teamsters, messenger boys, etc. This could be remedied by having all freight elevators in the charge of some authorized person, and by having the doors leading to the elevator locked, to be opened only by the conductor from the inside, who could be easily summoned from any floor by electric bell or other signal. If elevators were run in this manner, it would be readily seen that the liability to accident would be greatly diminished. It is fair to state, however, in this connection, that there are some well-regulated houses in the city, though the number is not large, where certain rules are laid down and observed for the use of their elevators, which renders the liability to accident very remote. In regard to passenger elevators, we find that it is a customary thing for some conductors to leave their car doors open, never closing them. This should not be, as opportunity offers for thrusting out a head or foot, and receiving injuries by coming in contact with the well-way. We have repeatedly admonished such conductors in relation to this matter.

Total number of inspections, 1,320, designated as follows :—

Steam freight elevators	555
Steam passenger elevators	54
Hydraulic freight elevators	83
Hydraulic passenger elevators	130
Electric freight elevators	15
Electric passenger elevators	3
Hoist-ways	383
Hand elevators	88
Hand-crank elevators	9

1,320

Of the above, 496 were found in violation of the statutes, and complaints were issued against the same.

Complaints on elevators and hoist-ways closed during the year, 416.

Special reports in detail have been made on the following accidents, and are on file in the department:—

Jan. 10, 1889. Harry W. Richards, 17 years of age, employed by J. Alba Davis, at 219 and 221 Purchase street, in attempting to ship the freight elevator at the fourth story of the building, fell to the basement, a distance of 45 feet, causing almost instant death.

Jan. 23, 1889. David S. Swift, the regular conductor of the passenger elevator at 103 State street, having stepped to the top of door-casing from the top of the car, where he had been engaged in adjusting some electric wires in the elevator-way, pulled the shipper-rope to bring the car up so that he might get into it, and before he could withdraw himself he was caught between the top of the car and the ceiling, and crushed to death.

January 23. Miss Jeannette Parker, a young lady boarder at the Young Women's Christian Association, on Berkeley street, fell down the elevator shaft from the fifth story to the basement, and was killed instantly.

January 28. Levi Doren, employed by F. H. Johnson, at 25 Barrett street, attempted to slide down the rope from the second to the first floor of the hoist-way, and in so doing the block came out of the band by which it was held, and let him fall a distance of twelve feet. He was carried to the City Hospital. The hoisting-tackle consisted of a single block and rope.

February 23. Thomas Clark, 18 years of age, a plumber's helper, was killed by the freight elevator at Hotel Oxford, Huntington avenue. It is supposed that he opened the door of shaft to take the elevator, and the car at the time coming down, unknown to him, struck him on the head, throwing him to the bottom of the shaft, where he was found some time after, dead.

March 6. Moses McLean, aged 13, employed by the Acorn Bustle Co., 383 and 393 Federal street, accidentally

stepped or fell down the freight elevator shaft, fracturing his leg and bruising his head. He was carried to the City Hospital.

March 7. Frank Sauer, a night watchman employed by B. F. Sturtevant, blower manufacturer, Green street, while attempting to get on the freight elevator while it was on its passage upwards, stumbled, and was caught between the car and floor-header, receiving injuries from which he died shortly after.

March 25. Dr. Boothby, 1 Worcester square, in attempting to ascend on the hand-elevator, found the car leaving him; he managed to swing himself off, on to one of the floors, and sustained but slight injury to his hand. The accident was caused by the gear-wheel not being properly keyed.

April 25. Carlton W. Rich, 4 years of age, while ascending in the passenger elevator with his grandmother, at 178 and 179 Tremont street, fell, caused by the elevator starting up too suddenly. The conductor of the car had imprudently left the car-door open, and the child's arm hung out into the well and was bruised, though not seriously.

May 10. Michael Maddigan, while descending the stairs of building 83 and 91 Federal street, in an unsteady condition, could not prevent himself from falling down the elevator-well. Fortunately the car was at the next floor, preventing what might have been a more serious accident. He received a scalp wound, and was carried to the City Hospital.

May 14. Samuel T. Thorson, employed by Saville & Somes, at 55 and 57 Commercial street, accidentally fell from the first floor to the basement, a distance of twelve feet. He was carried to the Massachusetts General Hospital. The extent of his injuries at the time unknown.

June 7. F. W. Kreckler, employed at 417 Columbus avenue, to do painting, undertook to use the freight elevator, and had his leg crushed between the car and elevator-way. He was carried to the City Hospital.

June 10. John Hayden, employed by Doolittle & Smith, at 143 and 147 Federal street, while rolling a barrel of liquor from the platform of elevator, fell from the sidewalk to the basement, the barrel rolling and falling on him, causing injuries from which he died a few days after.

June 12. Wm. Hubbard, a teamster, took the freight elevator at 49 and 50 So. Market street, to ascend to one of the upper floors, and had his head caught between the car and the floor-trimmer at the fifth story, causing instant death.

June 13. Timothy Molloy, employed by the Chadwick Lead Co., lost his life by falling down the freight elevator shaft from the third floor. He is supposed to have got off the car when it was in motion, and in attempting to reach the shipper-rope to reverse it, lost his balance and fell.

August 5. Edward Conniff, employed by the Dillingham Express Co., while taking a box from the elevator to the wagon, at 395 and 403 Washington street, in stepping backward, fell into the freight elevator well, a distance of sixteen feet. He was carried to the Massachusetts General Hospital.

August 27. Joseph McElroy, employed in Hotel Westland, corner Westland avenue and Falmouth street, while operating a hand freight elevator, the counter-balance weight became detached and fell to the bottom of the well, breaking the cross-head of the car, a piece of which struck him on the head, severely injuring him. He was taken to the City Hospital.

August 29. Charles E. Prescott, while assisting his father, Edwin Prescott, at 21 Hamilton street, opened the door leading to the hoist-way and stepped in, supposing the trap-doors were closed. He fell down the opening to the floor below. One leg was fractured. He was removed to the Massachusetts General Hospital.

September 19. John McCorcoran, while looking down the freight elevator shaft of building 235 and 237 Washington street, had his head caught between the automatic guard and top of elevator. Fortunately there was a conductor on the car, who immediately reversed the elevator, preventing what would, no doubt, have been a fatal accident.

September 24. Louis H. Trow fell down the freight elevator shaft from the first floor to the basement, a distance of ten feet, and sustained severe bruises. He was a teamster, and was about to use the elevator at 214 and 216 Devonshire street.

October 3. John Anderson, while ascending on the freight elevator at 73 Bristol street, allowed a board which he had

standing end-ways on the car to get caught on the top end; the board buckled and broke, and the ends of same struck Anderson in the face, cutting him quite badly.

October 14. James T. Meehan, a porter at the Adams House, Washington street, while using the freight elevator was caught between the car and elevator-way, and received injuries from which he has since died.

October 17. Robert Wales, employed by Cobb, Bates, & Yerxa, at 81 and 87 Causeway street, while ascending on the freight elevator had his foot caught between the car and the floor-trimmer, injuring his heel quite badly.

October 18. Louis Lougi, employed by G. W. Bent & Co., at 9 and 10 Charlestown street, while lowering goods down the hoist-way fell from the third floor to the first, and sustained serious injuries.

October 26. James Cloonan, employed by Abram French & Co., at 89 and 93 Franklin street, was ascending on the freight elevator, when a barrel of lamp-chimneys fell down the shaft from the fifth floor, and striking the cross-head of the car glanced off, striking Cloonan on the head. He received a flesh wound only.

October 31. Michael Foley fell down the elevator shaft from the second to the first floor of building 362 and 364 Atlantic avenue. He was carried to the City Hospital. Foley had walked across the automatic trap-door to look out of a window which was close by, and, on returning, fell into the well-way, the trap-door of which had just been opened by the operation of the elevator, which was descending.

November 6. Thomas O'Brien, 14 years of age, employed as errand-boy by Freeland, Loomis, & Co., at 651 Washington street, took the freight elevator to ascend, and had his foot caught between the platform of elevator and the door-header of second story. He suffered the loss of three toes.

November 6. Joseph Hammond, employed by M. M. Pigott & Son, at 71 and 73 Broad street, was ascending on the freight elevator, and when near the sixth story the wire rope by which the car was suspended suddenly parted, and the car and man fell to the basement. Mr. Hammond's injuries were comparatively slight, considering the distance of the fall. The hoisting-rope was one that we had condemned and complained of a short time before.

November 7. Lucien Fernald, while attempting to get on the freight elevator at 115 and 119 Broad street while it was ascending, fell from the first floor to the basement. He was carried to the City Hospital.

November 18. We learned that Richard Martin, a boy employed by Jordan, Marsh, & Co., was looking down the freight elevator shaft, when the elevator, which was descending from above, caught his head between the bottom of the platform and the automatic guard. He would undoubtedly have been killed had not the conductor employed on the car heard his cry and immediately reversed the elevator, causing but slight injury to his head.

November 26. Walter Connell, employed by the Emerson Piano Co., at Harrison avenue, while standing on the second floor at the elevator-way, let his foot project beyond the hatch-combing, and the car, descending from above at the time, landed on his toes, injuring him so as to require his removal to the City Hospital.

The following table shows the work of this branch of the department by months : —

	Steam freight.	Steam passenger.	Hydraulic freight.	Hydraulic passenger.	Hand-hoist.	Hand elevator.	Hand-crank elevator.	Electric freight.	Electric passenger.	Total examinations.	Written reports.	Complaints.	Letters written.	Letters received and acted upon.	Complaints closed.
January	26	9	14	14	7	8	1	.	1	80		45	45	9	12
February	50	4	8	30	13	27	1	.	.	133	.	62	62	7	50
March	82	5	3	4	35	4	1	2	1	137	113	83	83	2	42
April	37	2	2	7	62	3	.	1	.	114	88	61	61	7	26
May	31	4	4	19	43	14	1	.	.	116	51	25	25	.	52
June	60	6	12	22	30	11	2	1	.	144	82	44	44	2	57
July	58	8	9	11	13	8	2	1	.	110	82	51	50	7	28
August	45	3	10	7	11	2	1	1	.	80	38	18	18	5	47
September	34	.	4	.	37	4	.	4	.	83	69	24	24	.	19
October	33	7	3	9	61	4	.	3	1	121	89	44	44	3	12
November	25	1	6	5	45	2	.	2	.	86	58	22	22	.	28
December	74	5	8	2	26	1	.	.	.	116	41	17	37	4	43
Totals	555	54	83	130	353	88	9	15	3	1,320	711	496	515	46	416

FIRE AND ACCIDENT RECORD.

The following is a monthly statement of the number of buildings damaged by fire or accident, together with a classification of the causes and the estimated damage : —

January.

Breaking of carboy of acid	1
Careless use of matches	4
Children playing with matches	2
Defective baker's oven	1
Defective chimney	1
Ignition of soot	1
Incendiary	3
Kerosene-oil lamp, breaking of	2
Lace curtain in contact with gas-jet	1
Lighted pipe in contact with clothing	1
Overheated dry-room	1
Overheated stove	3
Overheated stove-pipe	2
Rats among matches	2
Spontaneous combustion	7
Steam-pipe too near wood-work	2

Thirty-four buildings damaged.

Amount of damage, \$31,062.

February.

Careless use of matches	1
Children playing with matches	3
Clothing in contact with lighted candle	1
Defective chimney	3
Electric-light wire	1
Heated coals placed against wood-work	6
Incendiary	5
Kerosene-oil ignition	1
Kerosene-oil lamp breaking	1
Kerosene-oil lamp explosion	2
Overheated stove	3
Overheated stove-pipe	1
Rats among matches	7
Sparks from chimney	1
Sparks from locomotive	1
Spontaneous combustion	6
Thawing water-pipes	3
Wood-work in contact with gas-jet	3

Forty-nine buildings damaged.

Amount of damage, \$35,658.

March.

Careless use of matches	.	.	.	.	.	.	4
Curtain in contact with gas-jet	.	.	.	.	.	.	1
Defective chimney	.	.	.	.	.	.	5
Defective furnace	.	.	.	.	.	.	1
Heated coals falling on floor	.	.	.	.	.	.	1
Ignition of oil	.	.	.	.	.	.	2
Ignition of paints	.	.	.	.	.	.	1
Incendiary	.	.	.	.	.	.	8
Kerosene-oil lamp, breaking of	.	.	.	.	.	.	1
Kerosene-oil lamp explosion	.	.	.	.	.	.	3
Lighted match thrown on straw	.	.	.	.	.	.	1
Overheated boiler	.	.	.	.	.	.	1
Overheated stove	.	.	.	.	.	.	1
Rats among matches	.	.	.	.	.	.	1
Spontaneous combustion	.	.	.	.	.	.	3
Wood-work in contact with gas-jet	.	.	.	.	.	.	1

Thirty-five buildings damaged.

Amount of damage, \$6,557.

April.

Careless use of matches	.	.	.	.	.	.	2
Children playing with matches	.	.	.	.	.	.	1
Caught from varnish-kettle	.	.	.	.	.	.	1
Defective chimney	.	.	.	.	.	.	2
Fire from lighted pipe or cigar	.	.	.	.	.	.	2
Heated coals on floor	.	.	.	.	.	.	1
Ignition of soot	.	.	.	.	.	.	2
Incendiary	.	.	.	.	.	.	7
Kerosene-oil lamp explosion	.	.	.	.	.	.	2
Kerosene-oil lamp upsetting	.	.	.	.	.	.	2
Kerosene-oil stove upsetting	.	.	.	.	.	.	1
Overheated stove	.	.	.	.	.	.	2
Rats among matches	.	.	.	.	.	.	2
Sparks from electric light	.	.	.	.	.	.	2
Sparks from locomotive	.	.	.	.	.	.	5
Sparks from chimney	.	.	.	.	.	.	1
Spontaneous combustion	.	.	.	.	.	.	1
Wood-work in contact with gas-jet	.	.	.	.	.	.	1

Thirty-seven buildings damaged.

Amount of damage, \$81,286.

May.

Careless use of matches	.	.	.	.	.	.	5
Children playing with matches	.	.	.	.	.	.	2
Explosion of dynamite	.	.	.	.	.	.	1
Gasoline tank explosion	.	.	.	.	.	.	1
Incendiary	.	.	.	.	.	.	3
Kerosene-oil lamp explosion	.	.	.	.	.	.	2
Kerosene-oil lantern upsetting	.	.	.	.	.	.	1
Paraffine wax boiling over stove	.	.	.	.	.	.	1
Soot in chimney	.	.	.	.	.	.	1
Sparks from chimney	.	.	.	.	.	.	2
Sparks from fire falling in sawdust	.	.	.	.	.	.	1
Spontaneous combustion	.	.	.	.	.	.	2

Twenty-two buildings damaged.

Amount of damage, \$5,465.

June.

Careless use of matches	.	.	.	.	.	.	2
Children playing with matches	.	.	.	.	.	.	1
Defective chimney	.	.	.	.	.	.	2
Fireworks falling on roof	.	.	.	.	.	.	1
Friction of machinery	.	.	.	.	.	.	2
Incendiary	.	.	.	.	.	.	1
Lace curtain in contact with gas-jet or lamp	.	.	.	.	.	.	2
Rats among matches	.	.	.	.	.	.	2
Sparks from chimney	.	.	.	.	.	.	5
Sparks from engine	.	.	.	.	.	.	1
Spontaneous combustion	.	.	.	.	.	.	5

Twenty-four buildings damaged.

Amount of damage, \$17,662.

July.

Careless use of matches	.	.	.	.	.	.	5
Defective chimney	.	.	.	.	.	.	1
Fireworks, caught from	.	.	.	.	.	.	3
Fire from cigar or pipe	.	.	.	.	.	.	2
Friction of machinery	.	.	.	.	.	.	2
Hot ashes on floor	.	.	.	.	.	.	1
Ignition of varnish	.	.	.	.	.	.	1
Incendiary	.	.	.	.	.	.	7
Kerosene-oil lamp explosion	.	.	.	.	.	.	1
Rats among matches	.	.	.	.	.	.	3
Sparks from locomotive	.	.	.	.	.	.	3
Spontaneous combustion	.	.	.	.	.	.	5

Thirty-four buildings damaged.

Amount of damage, \$25,150.

August.

Careless use of matches	3
Children playing with matches	1
Fire from furnace	1
Friction of machinery	1
Ignition of naphtha	1
Incendiary	6
Kerosene-oil lamp explosion	2
Lighted candle in contact with wood-work	1
Overheated stove	3
Rats among matches	2
Spontaneous combustion	1
Wood-work in contact with gas-jet	1

Twenty-three buildings damaged.

Amount of damage, \$11,635.

September.

Careless use of matches	5
Clothing in contact with stove	1
Defective chimneys	3
Ignition of grease	1
Incendiary	4
Kerosene-oil lamp explosion	2
Kerosene-oil lamp upsetting	2
Kerosene-oil stove overheated	1
Lighted candle in contact with clothing	1
Rats among matches	1
Spontaneous combustion	6
Wood-work in contact with gas-jet	2

Twenty-nine buildings damaged.

Amount of damage, \$15,755.

October.

Careless use of matches	2
Children playing with matches	2
Defective chimney	1
Explosion of gas	1
Incendiary	3
Kerosene-oil lamp breaking	3
Kettle of hot fat boiling over stove	1
Lighted cigar thrown in rubbish	1
Overheated smoke-stack	1
Sparks from forge	1
Spontaneous combustion	6

Twenty-two buildings damaged.

Amount of damage, \$6,545.

November.

Careless use of matches	.	.	.	.	.	.	4
Defective chimneys	.	.	.	.	.	.	2
Defective furnace	.	.	.	.	.	.	1
Electric-light wire	.	.	.	.	.	.	46
Explosion of oil-stove	.	.	.	.	.	.	2
Incendiary	.	.	.	.	.	.	2
Kerosene-oil lamp explosion	.	.	.	.	.	.	2
Kettle of hot fat boiling over stove	.	.	.	.	.	.	1
Overheated furnace-pipe	.	.	.	.	.	.	1
Overheated journal	.	.	.	.	.	.	1
Overheated stove	.	.	.	.	.	.	2
Rats among matches	.	.	.	.	.	.	2
Sparks from chimney	.	.	.	.	.	.	1
Spontaneous combustion	.	.	.	.	.	.	1
Steam-pipe in contact with wood-work	.	.	.	.	.	.	1

Sixty-nine buildings damaged.

Amount of damage, \$976,245.50.

Memorandum.

Fire of November 28.

Forty-six buildings damaged.

Amount of damage, \$969,300.50.

December.

Careless use of matches	.	.	.	.	.	.	4
Defective chimneys	.	.	.	.	.	.	3
Defective oven	.	.	.	.	.	.	1
Defective stove-pipe	.	.	.	.	.	.	1
Fire from lighted fire or pipe	.	.	.	.	.	.	4
Fire placed in wooden coal-box	.	.	.	.	.	.	1
Heated iron falling on floor	.	.	.	.	.	.	1
Ignition of oil	.	.	.	.	.	.	1
Incendiary	.	.	.	.	.	.	5
Kerosene-oil lamp explosion	.	.	.	.	.	.	5
Kerosene-oil stove upsetting	.	.	.	.	.	.	1
Lighted gas-jet in contact with window-curtain	.	.	.	.	.	.	1
Lighted lamp in contact with clothing	.	.	.	.	.	.	1
Overheated stove	.	.	.	.	.	.	3
Overheated stove-pipe	.	.	.	.	.	.	1
Rats among matches	.	.	.	.	.	.	4
Sparks from chimney	.	.	.	.	.	.	1
Sparks from forge	.	.	.	.	.	.	1
Spontaneous combustion	.	.	.	.	.	.	7

Forty-six buildings damaged.

Amount of damage, \$11,838.

RECAPITULATION.

January,	34	buildings, damage	.	.	.	\$31,062 00
February,	49	"	"	.	.	35,658 00
March,	35	"	"	.	.	6,557 00
April,	37	"	"	.	.	81,286 00
May,	22	"	"	.	.	5,465 00
June,	24	"	"	.	.	17,662 00
July,	34	"	"	.	.	25,150 00
August,	23	"	"	.	.	11,635 00
September,	29	"	"	.	.	15,755 00
October,	22	"	"	.	.	6,545 00
November,	69	"	"	.	.	976,245 50
December,	46	"	"	.	.	11,838 00

Total number of buildings damaged, 424.

Total amount of damage, \$1,224,858.50.

RECAPITULATION OF OPERATIONS OF THE DEPARTMENT.

The number of brick, stone, and iron buildings for which permits have been issued	403
The number of wooden buildings for which permits have been issued	1,867
The number of buildings for which permits have been issued to have additions built to them, or to have alterations and repairs made upon them	2,217
The number of steam-boilers, engines, ovens, ranges, furnaces, forges, kilns, kettles, etc., for which permits have been issued to build or set	903
The number of permits issued for the occupancy of streets for building purposes	2,925
Tar-kettles	2,651
Safes	370
The number of electric lights for which permits have been issued to project	38
The number of buildings upon which permits have been issued to perform plumbing	4,201
The number of examinations made of new buildings in process of erection	16,797
The number of examinations made of buildings undergoing repairs, alterations, etc.	6,098
The number of special examinations made	150
The number of examinations made of buildings with reference to their means of egress in case of fire,	2,466
The number of examinations that have been made of hoist-ways and elevators with reference to their conforming to the provisions of the statute	1,320

The number of examinations made with reference to the setting of steam-boilers, etc.	1,718
The number of examinations made of buildings in process of plumbing	9,218
The number of examinations made of plans	2,412
The number of examinations made of electric lights projected from buildings, with regard to security of same	15
The number of buildings damaged by fire or accident	424
The number of reports made of buildings, walls, etc., in an unsafe and dangerous condition	505
The number of reports made of chimneys in an unsafe and dangerous condition	448
The number of reports made on buildings damaged by fire or accident, with reference to cause of same	1,027
The number of reports made on violations of the statutes	1,713
The number of reports made on violations of the ordinances	441
The number of final reports made	3,973
The number of notices issued on the violation of statutes	883
The number of notices issued on the violation of the ordinances	553
The number of notices issued on unsafe buildings, walls, etc.	267
The number of notices issued on dangerous chimneys	226
The number of notices issued on insufficient egress and fire-escapes	364
The number of miscellaneous notices issued	48
The number of buildings, walls, etc., in an unsafe condition, recorded	205
The number of defective flues, dangerous chimneys, and unsafe heating-apparatus recorded	232
The number of violations of statutes recorded	1,609
The number of violations of the ordinances recorded, ...	303
The number of brick buildings completed, and upon which final reports have been rendered	349
The number of wooden buildings completed, and upon which final reports have been rendered	1,659
The number of buildings in which plumbing has been completed (new buildings not included)	2,192
The number of buildings upon which repairs, alterations, and additions have been completed	2,007

The number of steam boilers, engines, etc., set	437
The number of fire-escapes completed	154
The number of electric lights completed	19

Estimated cost of completed brick buildings, ...	\$9,078,750 00
Estimated cost of completed wooden and frame buildings	\$4,919,342 00
Estimated cost of completed plumbing per- formed	\$397,269 00
Estimated cost of completed additions, alter- ations, and repairs	\$3,122,685 00
Estimated cost of setting engines, etc., build- ing furnaces, ovens, ranges, etc.	\$291,583 00
Estimated cost of securing unsafe buildings, etc.	\$36,551 00
Estimated cost of securing dangerous chim- neys	\$3,894 00
Estimated cost of providing fire-escapes and additional means of egress	\$53,230 00
Estimated cost of completed electric lights	\$1,800 00

Estimated amount of damage to buildings by fire and accident	\$1,224,858 50
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Estimated cost of removing violations of statutes	\$33,355 00
Estimated cost of removing violations of ordinances	\$2,928 00

The number of communications and notices received,
referred, and acted upon : —

From City Council	279
Police Department	32
Fire Department	4
Board of Health	219
Surveyor's Department	14
General Communications	236

EXPENDITURES.

The expenses pertaining to this department are largely for salaries of the officers and employees, and are established or authorized by ordinance, only about 10 per cent. of the amount appropriated being for what may be termed running expenses of the department; and whenever a reduction of the appropriation asked for is made, it must be met by reducing the running expenses. These expenses are incurred

for printing, binding, stationery, draughting materials, office supplies, conveyance, telephone service, horse-keeping, referees' fees; and securing the public from accident from buildings rendered unsafe by fire or otherwise.

The department has economized in every way to keep within the limits of the amount appropriated, and yet perform the work demanded by special statute, and in so doing has been called upon to perform duties of extraordinary character and incur corresponding liabilities. By a perusal of the statutes relating to building in this city, it will be seen that the obligations of the department by this special enactment, are as requisite, forceful, and binding for the execution and enforcement of its provisions, as are those of the city charter in the clause relating to appropriations not being exceeded by departments; and the department has for the past four years been obliged to face these two requirements, and yet perform its duties in a faithful and efficient manner, and keep within the provisions of both acts, and to enable it to do so the City Council has, toward the close of each fiscal year, found it necessary to vote it the requisite additional appropriation.

This year will be no exception to the rule, and I hope the City Council, for the coming fiscal year, will clearly see the necessity of providing a sum sufficient to enable the department to execute the requirements of the law in a faithful and efficient manner, and satisfactory alike to the citizens, the City Council, and the department.

The following is a brief statement of the expenditures of the department during the year 1889 :—

January	\$5,265 08	August	\$4,748 30
February	4,895 26	September	4,658 45
March	5,841 84	October	4,818 64
April	4,679 91	November	5,191 57
May	4,563 40	December	4,718 66
June	4,496 63		
July	4,732 11		
			\$58,609 85

BUILDING ORDINANCES.

There is, it seems to me, a necessity for a revising and amending of the ordinances relating to building, Chapter 48. The attention of the City Council was called to this matter by an order offered by Councilman Oakes, looking to the amending of said chapter, so that wooden buildings could be built adjoining one another, provided a brick wall of sufficient thickness constituted the external wall on that side.

This was occasioned by a decision of the court, wherein the interpretation of the ordinances by the department allowing a wooden building to abut another, provided a brick wall of required thickness was substituted for the wooden external wall, where the buildings adjoined, was held and declared to be not in accordance with the ordinance.

In accordance with this decision a wooden building to be used for any purpose other than a dwelling, cannot be erected nearer than ten feet or four feet to any wooden building (according to the height of the building already erected, not the height of the one to be erected).

This and other items of said chapter, which need amending, should be acted upon before the revision of the ordinances shall be accepted by the City Council, and I trust it will receive your early attention.

BUILDING LAWS.

This matter has been widely considered of late and received the attention of the City Council, orders having been offered and acted upon looking to a revision of the laws by a duly appointed commission. I, therefore, deem it unnecessary to offer any suggestions at this time.

The appointment under the statute of assistant inspectors during good behavior, and removed only for malfeasance, incapacity, or neglect of duty, has demonstrated the wisdom of that statute by giving to the city the benefits of acquired skill and matured judgment, by reason of continuous service.

The work of the officers correspondingly increases with the growth of our city, which demands of the chief inspector his constant attendance to office duties.

I desire to thank the committee of 1889 for their courtesy and attendance to the duties of the department imposed on them, and for their fairness in representing the department on all occasions.

I remain, very respectfully,

Your obedient servant,

JOHN S. DAMRELL,

Inspector of Buildings.



CITY OF



BOSTON.

REQUEST

FROM THE

COMMISSIONERS OF PUBLIC INSTITUTIONS

FOR

TRANSFER OF APPROPRIATION.

OFFICE OF COMMISSIONERS OF PUBLIC INSTITUTIONS,
No. 14 BEACON ST., BOSTON, Feb. 13, 1890.

*To the Honorable the Mayor and the City Council of
Boston: —*

GENTLEMEN, — The Commissioners of Public Institutions respectfully represent that the appropriation for the steamer "J. Putnam Bradlee" is nearly exhausted and will require an additional amount for the remainder of the fiscal year.

The expenditures and cause for deficiency will be found below: —

STEAMER "J. PUTNAM BRADLEE."

Appropriation for 1889-90	.	.	.	.	\$19,275 00
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Expended in ten months: —

Manning	.	.	.	.	\$6,713 80
Repairs and alterations	.	.	.	.	5,701 51
Fuel	.	.	.	.	3,608 68
Rent of dock	.	.	.	.	1,500 00
Water	.	.	.	.	386 00
Telephone	.	.	.	.	126 00
Furniture and furnishing	.	.	.	.	513 61
Chandlery	.	.	.	.	94 51
Waste and oil	.	.	.	.	91 46
Printing and stationery	.	.	.	.	11 00
Carriage-hire	.	.	.	.	12 00

Total	.	.	.	.	.	.	\$18,758 57
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Unexpended balance	.	.	.	.	\$516 43
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The cause for the deficiency is the extraordinary repairs made early in the year.

The Commissioners respectfully request that a transfer of eighteen hundred (1,800) dollars from the appropriation for Almshouse, Charlestown, be made to cover the deficiency.

For the Commissioners,

THOMAS L. JENKS,

Chairman.

CITY OF



BOSTON.

WEST END STREET RAILWAY COMPANY.

THIRTY-FIFTH LOCATION.

IN BOARD OF ALDERMEN, Feb. 10, 1890.

The Committee on Railroads, to whom was referred the petition of the West End Street Railway Company for the right to construct, maintain, and use curves connecting tracks on Washington street, between Seaver street and Walnut park, with its car-house on said Washington street, having considered the same, respectfully recommend the passage of the accompanying order.

For the Committee,

A. A. FOLSOM,

Chairman.

Ordered, That in addition to the rights heretofore granted the West End Street Railway Company to lay down tracks in the streets of the city of Boston, said company shall have the right to lay down, maintain, and use curves connecting its present tracks on Washington street, between Seaver street and Walnut park, with its car-house on said Washington and Seaver streets, said tracks, curves, and turn-outs being shown by red lines on a plan made by A. L. Plimpton, dated Jan. 30, 1890, and deposited in the office of the Superintendent of Streets.

The right to lay down the tracks located by this order is upon condition that the whole work of laying the same, the form of rail to be used, and the kind and quality of materials

used in paving said tracks shall be under the direction and to the satisfaction of the Superintendent of Streets, and shall be approved by him. Also upon condition that said West End Street Railway Company shall accept this order of location, and shall agree, in writing, to comply with the conditions herein contained, and shall file said acceptance and agreement with the City Clerk within thirty days from the passage of this order; otherwise it shall be null and void.

Passed. Approved by the Mayor, Feb. 11, 1890.

A true copy.

Attest;

EDWIN U. CURTIS,

City Clerk.

CITY OF



BOSTON.

BOSTON, REVERE BEACH, AND LYNN RAILROAD COMPANY.

FIRST LOCATION.

IN BOARD OF ALDERMEN, Feb. 10, 1890.

The Committee on Railroads, to whom was referred the petition of the Boston, Revere Beach, and Lynn Railroad Company for the right to maintain additional tracks across Marginal street, East Boston, having considered the subject, respectfully recommend the passage of the accompanying order.

For the Committee,

A. A. FOLSOM,

Chairman.

Ordered, That in addition to the rights heretofore granted the Boston, Revere Beach, and Lynn Railroad Company to lay down tracks in the streets of the city of Boston, said company shall have the right to lay down additional tracks without the limits of its location across Marginal street, East Boston, said tracks being shown by red lines on a plan made by Charles W. Gay, dated Nov. 30, 1889, and deposited in the office of the Superintendent of Streets.

The right to lay down the tracks located by this order is upon condition that the whole work of laying the same, the

form of rail to be used, and the kind and quality of material used in paving said tracks shall be under the direction and to the satisfaction of the Superintendent of Streets, and shall be approved by him. Also upon condition that said Boston, Revere Beach, and Lynn Railroad Company shall accept this order of location, and shall agree, in writing, to comply with the conditions herein contained, and shall file said acceptance and agreement with the City Clerk within thirty days from the passage of this order; otherwise it shall be null and void.

Passed. Approved by the Mayor, Feb. 11, 1890.

A true copy.

Attest:

EDWIN U. CURTIS,
City Clerk.

CITY OF



BOSTON.

ANNUAL REPORT

OF THE

SUPERINTENDENT OF COMMON AND PUBLIC GROUNDS.

DEPARTMENT OF COMMON AND PUBLIC GROUNDS,
BOSTON, Jan. 30, 1890.

To His Honor the Mayor: —

DEAR SIR, — In conformity to the requirements of the Revised Ordinances, I herewith submit my Annual Report of the Department of Common and Public Grounds for the year 1889. In compiling the present report I feel that very little more than a financial statement is necessary. However, I will direct attention to a few needed improvements.

Within a few weeks past the press of Boston depicted, in very forcible language, what appears to be the dilapidated condition of the plank-walks. Yet these plank-walks are certainly in a better condition and more numerous than when I first assumed charge of the department. There was not at that time one-eighth of the present quantity, and yet there is a constant demand for more. I should be pleased to gratify the public in this respect by the addition of new plank-walks if their usefulness would be in proportion to the expense. But I think a more economical and permanent system of walk-making should be gradually established, than that of planks and red gravel.

When the cost and maintenance of such walks are taken into consideration, red gravel at \$3.50 per load, the loss occasioned by the continual washing away into the cesspools, the labor of removing it therefrom and carting it to the

dump and remaking the walks after every rain-storm, it is, I am sure, far beyond the conception of the ordinary observer. Besides, this year it would require at least \$5,000 to renovate the old plank-walks. Instead of expending the money on this continual work, I would advise that this sum be used for tiling or concreting. The introduction on the Common of the new asphalt tile-walk, running from Park square to Park street, generally known as the "railroad walk," has given universal satisfaction, and proves conclusively that this is a far more permanent and economical system of walk-making than that of red gravel and planks. The thoroughfares which need asphalt concreting, or the same treatment as the "railroad walk," are the following :—

The main avenue on the Public Garden leading from Arlington street to Charles street, thence from Charles street across the Common, along the base of the Soldiers' Monument, to connect with the walk at West-street gate, and the Tremont-street mall, from West-street gate to Boylston street.

On account of the muddy condition of these thoroughfares in the early spring and fall, so desirable an improvement would be heartily welcomed by the thousands of pedestrians who daily wade through the uncongenial mud to their various destinations.

The plank-walks now laid on these avenues are in the best condition, and can be advantageously utilized elsewhere, in place of others more worn out, or on walks hitherto uncovered. During the past season additional plank-walks were laid on the Common, Public Garden, Washington Park, and Madison Park.

As I have at various times directed particular attention to the generally disgraceful appearance of the street-trees, forlorn alike in each and every section of the city, I will now merely say that the sum of \$10,000 ought to be allowed for their immediate renovation. This amount would suffice to place them in such a fair condition that a comparatively small sum appropriated annually, either in the general, or as a special appropriation, would keep them under proper control in the future. For a more extended explanation of the tree problem I beg to refer to my Annual Report of 1888, City Document 76, pp. 82–101.

During the past year two new greenhouses have been erected, making a total of twelve houses. I am satisfied that there is now ample room to accommodate the wants of the department for the proper care of plants during the winter season. For many years I have been gradually substituting the pretty but smaller and more perishable stock by larger and more

valuable plants, which will always, if judiciously treated in the meantime, bring their market value, and which compelled many favorable comments while in the public grounds throughout the past summer.

On the whole, as an economical and well-regulated establishment, the city greenhouses are not inferior to anything of the kind in the country, although there are many more expensive, pretentious, and ornamental.

After producing such satisfactory results with the means at command, I am often surprised that the city government has not made an effort to purchase the lot of land adjoining that on which the greenhouses stand, and which has been offered to the city on very reasonable terms. The addition of this lot would square the property of the city, and, with the portion at present used for the purpose, would supply all future requirements for nursery work.

The nursery is a most necessary and useful appendage to the department for the growth and training of shrubs and trees, as it is impossible to find suitable stock for street planting in the various nurseries throughout the country, where they are grown simply to sell, with forked, unshapely heads.

After the purchase it becomes necessary, in order to produce symmetrical trees presentable to the public eye, to almost cut them to pieces and to grow and train them for two years.

There are now at the city nurseries 3,000 young trees which are intended for street planting. It is a pleasure to state that the plan of annually distributing trees gratis to citizens who would undergo the expense of planting them in the public streets has produced many beneficial results, and affords the city forester the opportunity of suggesting to the applicants, among other important points, the propriety of selecting the same variety of tree as that already growing in the street or avenue, with the view of obtaining ultimate uniformity on each and every street. I find that the primary cause of unsuccessful planting lies chiefly in the fact that the trees are generally planted too deep, often from six inches to eighteen inches, whereas they should not be placed in the ground lower than the crown, as sunlight, air, and warmth which are necessary for the nourishment of the roots, will not penetrate lower.

In connection with the Public Garden I wish to say that I have made arrangements to "steal a march" of at least six weeks upon the early flowering plants, as a result of scientific manipulation of the "gardener's art" at the city greenhouses. The coming summer display will be of a new and pleasing

nature. During the past year several lawns have been extended over as many unused walks, and there are yet many other walks which ought to be grassed in order to produce proper harmonious effects; but this is a work which must proceed slowly in the absence of special appropriations for the purpose. I am gratified to note that an order has been passed by the City Council requesting me to include a figure in my annual estimates for the removal of the ugly stone-curbing now around the pond.

Concord and Rutland squares, for which an appropriation of \$10,000 was allowed at the commencement of the year, have been thoroughly renovated. These squares are now in a very satisfactory condition.

The renovation of Blackstone and Franklin squares is not yet satisfactorily completed, although the special appropriation of \$10,000 has been exhausted, and a large amount of the general appropriation has been expended on these squares. They have now a depressed appearance, and it will require fully 3,000 yards of loam to bring them up to grade and give them the proper contour.

The old iron fence which formerly surrounded Meeting-house Hill square has been removed and sold for the sum of \$400, which amount has been duly credited to the general appropriation for the improvement of this square, and has been used, as far as practicable, for this purpose. There is a brick sidewalk around this square which, as it is seldom used for public travel, ought to be removed, and the lawns should be extended to the street-curb. This improvement would increase the area of the park almost one-quarter of its present measurement. I intend to request the Committee on Common and Public Grounds to petition for the removal of this sidewalk.

Cedar square will need more than the usual attention next year. The old iron fence, which is in a very dilapidated, unsightly condition, ought to be removed, and the ground regraded and sodded to a level with the sidewalk.

All the squares in East Boston are in need of a thorough renovation. Having been improperly bedded when first made, it has been impossible for either trees or grass to flourish on account of a lack of the necessary nourishment. A special appropriation should be made for this district.

All the other parks and squares throughout the department are in a generally good condition, except the newly acquired parks, for which I trust suitable provision will be made this year.

The accommodation of seats and settees on the Common, Public Garden, and outlying parks and squares, is entirely

inadequate to satisfy the demands of the public. There are only 750 settees on hand at present, which is scarcely a sufficient quantity for the Public Garden. During my last visit to New York I counted 900 settees strung along continuously on Madison park and Union square. I could not resist making a mental comparison between Boston and New York, which was very much in favor of the latter city. The item of settees is one which I have always included among my estimates, and for which I have never obtained the necessary funds.

At a recent and largely attended meeting of the residents of East Chester park, Chester park, Chester square, and West Chester park, before the Committee on Common and Public Grounds, the matter of renaming this avenue was discussed at considerable length, and various appellations, principally "Harvard" and "University," were suggested, but no definite decision was reached. I beg to recommend, in honor of the *beloved poet*, celebrated and revered all over the world, that this delightful avenue be named Longfellow avenue, as a fitting memorial from the citizens of Boston.

As a final recommendation I would suggest the advisability of establishing for this department a special police force, to be approved by the Police Commissioners, and placed on duty in charge of the Superintendent of Common and Public Grounds. The want of greater police protection than that which has been accorded by the regular force for several years past is constantly apparent on all the parks and squares, where depredations are continually and wantonly committed with impunity. This fact is very remarkable during the winter season on the Public Garden, where much of the shrubbery is ruined yearly, either by the heedlessness or maliciousness of the undesirable element which assembles ostensibly to witness the pleasant winter sport of skating on the pond. I trust that some plan will soon be adopted which will efficiently protect the city's property and prevent such abuses.

There are many other recommendations of a minor nature, *ad infinitum*, which I might enumerate; but it is hardly necessary to do so here, as I shall make them apparent when I present my annual estimates. Therefore, I now append the financial exhibit.

Respectfully submitted,

WM. DOOGUE,
Superintendent.

PAYMENTS FOR EXPENSES ON COMMON, ETC.,

For the Twelve months ending Dec. 31, 1889.

General expenses : —

Salary Superintendent . . .	\$3,000 00	
Travelling expenses . . .	110 00	
Care-fares for employees . . .	378 00	
Feed and shoeing of horses . . .	545 68	
Horses purchased and exchanged, . . .	400 00	
New carriages	200 00	
Repairs on harness and vehicles . . .	451 37	
Watering Charles street . . .	400 00	
Water rates	488 00	
Court execution expenses . . .	306 10	
Hardware and small supplies . . .	168 01	
Tools and repairs	577 72	
Lawn-mowers and repairs . . .	113 56	
Flower-pots	728 39	
Badges, 4th of July police . . .	30 00	
Freight and telegrams . . .	60 22	
Painting and lettering signs . . .	31 32	
Dog-meat	9 93	
Play-ground, Brighton . . .	200 00	
Teaming plank-walks . . .	600 00	
Lumber and labor repairing plank-walks	443 64	
		\$9,241 94

Street trees : —

Labor	\$1,753 23	
Trees purchased	349 01	
Teaming	156 00	
Damages caused by tree . . .	50 00	
Iron-work and lathyam . . .	38 23	
Mason-work	84 50	
		2,430 97

Office : —

Clerk-hire	\$1,500 00	
Stationery and printing . . .	655 05	
Telephone	49 33	
Fuel and repairing stove . . .	52 40	
Cleaning and gas	40 84	
		2,297 62

Amount carried forward,

\$13,970 53

<i>Amount brought forward,</i>		\$13,970 53
Greenhouses : —		
Labor	\$4,725 23	
Coal	841 75	
Lumber	357 45	
Iron-work and repairs . .	156 99	
Mason-work, lime, sand, etc. .	189 93	
Paint, etc.	152 58	
Repairing drain	89 99	
Repairing heating apparatus .	87 11	
Telephone service	108 33	
Loam	70 00	
Ice	20 11	
Gas	23 53	
Manure	2 07	
Charcoal	9 50	
Electric bells, etc.	18 08	
Skylights, doors, and glass .	48 70	
		6,901 35
Nursery : —		
Labor	\$3,226 76	
Sash and repairs	275 98	
Manure	169 90	
Tan	31 50	
Lumber	83 36	
Teaming	91 75	
Plant-tubs	95 60	
		3,974 85
Common : —		
Laborers	\$8,028 16	
Red gravel	2,946 72	
Blue gravel	1,524 03	
Teaming	1,841 67	
Sod	1,388 58	
Repairs on fence		
Fountains and monuments .	149 87	
Paving gutters	102 18	
Loam	368 96	
Grass-seed	93 94	
Manure	25 00	
Mason work	22 00	
Plumbing, repairs, etc. . .	20 31	
Ice	58 00	
		16,569 42
<i>Amount carried forward,</i>		\$41,416 15

<i>Amount brought forward,</i>		\$41,416 15
Public Garden : —		
Laborers	\$8,103 34	
Sod	2,021 25	
Teaming	1,288 41	
Red gravel	1,134 00	
Blue gravel	267 12	
Loam	1,042 30	
Plants	1,317 17	
Bulbs	1,144 90	
Grass and flower-seeds	62 46	
Trees and shrubs	910 33	
Freight and foreign charges	545 26	
Tubs for plants	43 50	
Fertilizer	29 95	
Evergreens	269 70	
Lumber	96 09	
Mason-work and cement	17 25	
Terra-cotta vases	426 13	
Paving gutters	97 75	
Plumbing	494 39	
		19,311 30
Commonwealth avenue : —		
Laborers	\$876 15	
Sod	821 91	
Teaming	462 00	
Grass-seed	30 66	
Manure	21 85	
		2,212 57
Chester park and square : —		
Laborers	\$734 70	
Teaming	59 00	
Grass-seed	34 95	
Fence poles	10 00	
Mason-work and cement	9 50	
Plants	11 37	
Vases	10 00	
		869 52
Blackstone square : —		
Laborers	\$187 60	
Teaming	18 50	
Lumber	4 08	
		210 18
Franklin square : —		
Laborers	\$310 43	
<i>Amounts carried forward,</i>	\$310 43	\$64,019 72

<i>Amounts brought forward,</i>	\$310 43	\$64,019 72
Teaming	187 50	
Loam	624 56	
Fence-wire and poles	119 75	
Gravel	11 50	
Hardware	8 66	
Iron-work	7 73	
		1,270 13
Worcester square :—		
Labor	\$179 25	
Mason-work	44 80	
Plants	13 00	
Grass-seed	5 00	
Loam	4 33	
		246 38
Copley square :—		
Labor		128 00
Union park :—		
Laborers	\$165 37	
Grass-seed	7 93	
Plants	5 00	
Mason-work	12 00	
		190 30
Washington square :—		
Laborers	\$120 97	
Sods	100 17	
Teaming	22 75	
Grass-seed	7 10	
		250 99
City Hall grounds :—		
Laborers	\$68 25	
Sods	57 33	
Plants	8 00	
		133 58
Park square :—		
Laborers	\$91 00	
Plants	5 00	
Repairing bronze rail	68 00	
		164 00
Lowell square :—		
Laborers	\$95 75	
Grass-seed	36 63	
Sand and cement	7 75	
<i>Amounts carried forward,</i>	\$140 13	\$66,403 10

<i>Amounts brought forward,</i>	\$140 13	\$66,403 10
Mason-work	24 00	
Teaming	24 50	
		188 63
Concord square : —		
Laborers	\$169 40	
Painting fence	81 15	
Fence-wire	23 64	
Vases	60 75	
Mason-work	24 50	
Lumber	12 00	
Plants	10 00	
Grass-seed	4 62	
		386 06
Rutland square : —		
Laborers	\$187 25	
Painting fence	64 92	
Fence-wire	36 01	
Vases	72 75	
Lumber	27 00	
Plants	10 00	
Grass-seed	5 63	
Teaming	3 50	
		407 06
Greenwich park : —		
Laborers	\$140 00	
Grass-seed	1 12	
		141 12
Berwick park : —		
Laborers	\$151 80	
Grass-seed	1 58	
		153 38
Montgomery square : —		
Laborers		4 00

SOUTH BOSTON.

Independence square : —

Laborers	\$500 00
Repairs on drain	206 33
Red gravel	143 50
Blue gravel	61 00
Mason-work	68 00
Gratings	33 47
Curb-stone	28 00

<i>Amounts carried forward,</i>	\$1,040 30	\$67,683 35
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<i>Amounts brought forward,</i>	\$1,040 30	\$67,683 35
Teaming	24 50	
Loam	8 00	
Plants	8 00	
Grass-seed	10 72	
Sod	6 03	
		1,097 55
Telegraph hill : —		
Laborers	\$390 24	
Loam	129 00	
Grass-seed	14 02	
Repairs on concrete walks .	600 00	
		1,133 26
Lincoln square : —		
Laborers	\$147 50	
Loam	34 00	
Teaming	12 50	
Grass-seed	10 36	
		204 36
Play-grounds : —		
Teaming		41 50

EAST BOSTON.

Central square : —		
Laborers	\$178 25	
Mason-work	10 50	
Grass-seed	1 10	
Loam	1 00	
Plants	10 00	
Teaming	3 50	
		204 35
Maverick square : —		
Laborers	\$133 50	
Teaming	3 50	
		137 00
Belmont square : —		
Laborers	\$158 50	
Grass-seed	1 10	
		159 60
Putnam square : —		
Laborers	\$133 50	
Teaming	3 50	
		137 00
<i>Amount carried forward,</i>		\$70,797 97

<i>Amount brought forward,</i>		\$70,797 97
Prescott square :—		
Laborers	\$108 50	
Teaming	3 50	
		112 00

CHARLESTOWN DISTRICT GROUNDS.

City square :—		
Laborers	\$351 00	
Loam	48 49	
Plants	18 00	
Grass-seed	7 25	
Manure	6 00	
Teaming	5 50	
		436 24
Winthrop square :—		
Laborers	\$423 30	
Manure	6 00	
Grass-seed	6 01	
Teaming	3 50	
		438 81
Sullivan square :—		
Laborers	501 00	
Teaming	6 00	
Grass-seed	5 02	
Mason-work	2 00	
		514 02

DORCHESTER DISTRICT GROUNDS.

Meeting-house hill :—		
Laborers	\$286 50	
One-half expense erecting fence .	17 50	
Grass-seed	5 25	
		309 25
Mt. Bowdoin green :—		
Laborers	\$151 50	
Grass-seed	1 75	
		153 25
Eaton square :—		
Laborers	\$143 79	
Teaming	27 00	
Mason-work	24 00	
Grass-seed	1 75	
		196 54
<i>Amount carried forward,</i>		\$72,958 08

Amount brought forward,

\$72,958 08

ROXBURY DISTRICT GROUNDS.

Washington park : —

Laborers	\$866 42	
Teaming	10 75	
Blue gravel	9 75	
Grass-seed	9 13	
		896 05

Madison park : —

Laborers	\$953 67	
Teaming	9 50	
Plants	8 00	
Iron-work	7 58	
Grass-seed	4 22	
Lumber	2 57	
		985 54

Orchard park : —

Laborers	\$517 00	
Teaming	6 00	
Lumber	2 00	
Grass-seed	1 65	
		526 65

Bromley park : —

Laborers	\$140 00	
Grass-seed	3 50	
		143 50

Fountain square : —

Laborers	\$185 00	
Grass-seed	3 50	
		188 50

Cedar square : —

Laborers	\$56 00	
Grass-seed	1 75	
		57 75

Longwood park : —

Laborers	.	81 00
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Lewis square : —

Laborers	\$60 50	
Grass-seed	1 75	
		62 25

Walnut park : —

Laborers	.	51 00
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Amount carried forward,

\$75,950 32

<i>Amount brought forward,</i>					\$75,950 32
Highland park : —					
Laborers	.	.	.	.	\$200 00
Grass-seed	.	.	.	.	15 97
					215 97
Linwood park : —					
Laborers	.	.	.	.	\$56 00
Grass-seed	.	.	.	.	88
					56 88
Richardson square : —					
Laborers	.	.	.	.	\$110 00
Teaming	.	.	.	.	9 00
Manure	.	.	.	.	3 50
Lumber	.	.	.	.	30
					122 80

WEST ROXBURY DISTRICT GROUNDS.

Border of Jamaica pond : —					
Laborers	.	.	.	.	\$172 00
Mortar	.	.	.	.	52 00
Grass-seed	.	.	.	.	3 50
Teaming	.	.	.	.	2 00
					229 50
Soldiers' Monument lot : —					
Laborers	.	.	.	.	\$58 00
Grass-seed	.	.	.	.	87
					58 87

BRIGHTON DISTRICT.

Brighton square : —					
Laborers	.	.	.	.	57 50
Jackson square : —					
Laborers	.	.	.	.	49 00
Total					\$76,740 84

SPECIAL APPROPRIATIONS.

Concord and Rutland squares : —					
Loam	.	.	.	.	\$3,699 16
Teaming	.	.	.	.	2,512 22
Laborers	.	.	.	.	1,869 83
Turned posts	.	.	.	.	218 00
					\$8,299 21
<i>Amount carried forward,</i>					

<i>Amount brought forward,</i>	\$8,299 21	
Manure	144 86	
Trees	116 00	
Repairing iron fence	55 65	
Raising curb	76 00	
Surveying	51 75	
Fence-poles	19 00	
Stationery	4 70	
Sods	3 00	
		\$8,770 17
Playground, South Boston :—		
Laborers	\$932 34	
Lumber and poles	170 02	
Tools and repairs	77 62	
Fence-wire	19 28	
		1,199 26
Improving Norris park :—		
Laborers	\$3,404 15	
Teaming	588 25	
Red gravel	452 76	
		4,445 16
Attucks Monument :—		
Laborers	\$151 51	
Bronze rail	300 00	
Blue gravel	236 40	
Red gravel	63 42	
Teaming	138 00	
Sod	110 67	
		1,000 00
Public grounds (City square), Charlestown :—		
Furnishing and setting curb	\$588 00	
Laborers	108 51	
Loam	68 06	
Teaming	26 88	
Manure	4 92	
Labor and cement	3 63	
		800 00
Improving Blackstone and Franklin squares :—		
Laborers	\$2,853 91	
Loam	4,411 10	
Teaming	1,646 10	
Manure	401 05	
Mason and material	363 95	
Binding gravel	114 00	
Fence-poles	105 00	
<i>Amounts carried forward,</i>	\$9,895 11	\$16,214 59

<i>Amounts brought forward,</i>	\$9,895 11	\$16,214 59
Tools	52 00	
Car-tickets	25 15	
Red gravel	12 74	
Painting	15 00	
		10,000 00
Walk from Park square to Park street : —		
Laying asphalt tile-walk . . .	\$5,700 00	
Laborers	287 99	
Advertising	12 01	
		6,000 00
Belmont square, paving, etc. : —		
Laying two asphalt tile-walks . . .		1,300 00
Total		<u>\$33,514 59</u>

The average number of men employed by the department each month for the past year is as follows : —

January	40	July	68
February	17	August	86
March	20	September	50
April	68	October	49
May	105	November	32
June	82	December	27

SCHEDULE

Showing to whom and for what purposes the amount expended by the Department of the Common and Public Grounds has been paid, excluding those paid under special appropriations : —

Abbott, Wm. H., teaming	\$3 00	
Ames Plow Co., tools	203 26	
Ayer, Caleb R., repairing concrete walks .	600 00	
Bamrick, J. T., manure	12 00	
Burrill, Seth, Jr., repairing tools	39 55	
Boston Herald Co., copies	8 00	
Barrett, James, plumbing repairs	507 13	
Belcher & Co., W. M., stationery	9 95	
Boston Gas Light Co., gas	30 68	
Bolles, Kimball, & Wilde, fence-wire and hardware	162 97	
Burnham, L. G., & Co., coal	334 59	
Boles, Levi, & Son, hot-bed sash and glass .	219 50	
Breck, Joseph, & Son, bulbs and seeds	\$93 65	
Breck, Joseph, & Son, lawn-mower parts	33 82	
		127 47
Boston Terra-Cotta Co., vases and repairs .	555 88	
Bullard & Scott, flower-pots	380 07	
Boston Transcript Co., copies	75	
Book, Wm. A., plants	12 50	
Becker, F., plants	93 00	
Burr, Clarence S., repairing vehicles . . .	32 50	
Brigham, Charles E., plants	24 00	
Boston Photogravure Co., prints	156 83	
Bramhall, Otis, iron-work and teaming . .	15 60	
Botsford, Chas B., paper bags	8 75	
Brooks, John T., half cost of fence at Orchard park	17 50	
Curtis & Pope, lumber	\$500 60	
Curtis & Pope, lime, cement, sand, etc.	227 84	
Curtis & Pope, pipe and fittings	190 76	
		919 20
Churches' Carpet-Beating Co.		90
<i>Amount carried forward,</i>		<u>\$4,475 58</u>

<i>Amount brought forward,</i>		\$4,475 58
Cuddihy, J. J., curb-stone		28 00
Connor, Thomas, use of horse 3 days . .		7 50
Claughton, Henry, brushwood for brooms .		21 00
Corbett, Wm., barrels for plant, tubs, and rustic-work		79 50
Collins, James, teaming		40 25
Childs & Hahn, teaming		13 11
Conant Rubber Co., 2 cushions		7 50
Connell, Joseph, painting fences		128 92
Cunningham, P., teaming		54 25
Collins & Ham, loam		200 11
Calef, Alden D., fence-poles		60 00
Custom-House, balance of charges . . .		95 80
Chaffee & Cummings, charcoal		5 50
Dix, M. S., mason-work		449 05
Duclos, Zem, & Co., repairs on vehicle . .		29 85
Dreer, Henry A., plants		317 25
Drivers' Union Ice Co., ice		73 30
Draper, Horace, teams	\$55 00	
Draper, Horace, clipping horse	3 00	
		58 00
Darling, H. M., & Co., hardware		136 82
Drennan, C. M., & Co., repairs on tools, stoves, and iron-work		160 34
Doogue, Wm., services as Superin- tendent	\$3,000 00	
Doogue, Wm., cash advanced for telegrams, express and freight charges	177 32	
		3,177 32
Daniels, David H., brooms, oil, etc. . . .		8 14
Doyle, Wm. E., plants and trees		28 00
Dunn, J. J., manure	\$73 65	
Dunn, J. J., teaming	1 75	
		75 40
Dunn, P., watering Charles street . . .	\$400 00	
Dunn, P., trading gray horse	100 00	
Dunn, P., loam	121 25	
		621 25
Dooley, P., teaming	\$21 00	
Dooley, P., loam	47 83	
Dooley, P., manure	2 07	
		70 90
<i>Amount carried forward,</i>		\$10,422 84

<i>Amount brought forward,</i>		\$10,422 84
Davern, W. T., team . . .	\$54 00	
Davern, W. T., loam . . .	11 50	
		65 50
Dards, Henry A., plants . . .		144 00
Duane, John, plants . . .		16 00
Dale, John P., & Co., binding annual reports,		50 82
Donovan & Brock, loam . . .		48 49
Elliott, Wm. H., plants . . .		6 00
Ellwanger & Barry, trees . . .	\$62 50	
Ellwanger & Barry, rose plants . . .	136 75	
		199 25
Fay, Martin, & Son, teaming . . .	\$39 50	
Fay, Martin, & Son, freight and foreign charges . . .	292 23	
		331 73
Finneran, Wm., team . . .	\$371 00	
Finneran, Wm., loam . . .	256 50	
Finneran, Wm., sods . . .	58 50	
		686 00
Ferry, John, barrels for plant-tubs . . .		6 00
Farquhar, R. & J., flower-seed . . .		13 00
Fox, McDormand, & Co., ladder . . .		8 00
Grant, Stephen M., hay, grain, etc. . .		422 72
Gordon, Ralph, plumbing repairs . . .		25 04
General printing account, stationery . . .		54 71
Garden & Forest Pub. Co., subscription . . .		4 00
Gayton, P. F., & Co., charcoal . . .		4 00
General Bulbs Co., bulbs . . .		200 00
Good, John, teaming . . .		266 00
Goldie, John, repairing iron fence . . .		6 64
Gallagher, J., teaming . . .		10 00
Globe Newspaper Co., copies . . .		1 28
Hanlon, J. W., repairs on harnesses, etc. . .		83 95
Hartford, D., evergreen-trees . . .		107 80
Harrington, Mrs. Edward, cleaning . . .		38 50
Hall, Aaron A., teaming . . .	\$777 50	
Hall, Aaron A., manure . . .	237 60	
Hall, Aaron A., loam . . .	1,011 80	
Hall, Aaron A., sods . . .	1,503 03	
Hall, Aaron A., gravel . . .	1,650 65	
		5,180 58
Holland, J., teaming . . .	\$1,879 50	
Holland, J., manure . . .	37 45	
Holland, J., sods . . .	2,783 97	
<i>Amounts carried forward,</i>	\$4,700 92	\$18,402 85

<i>Amounts brought forward,</i>	\$4,700 92	\$18,402 65
Holland, J., loam	86 25	
Holland, J., Canada ashes (freight), ...	69 05	
Holland, J., blue gravel	879 42	
Holland, J., red gravel	4,224 22	
		9,959 86
Hannon, Frank J., loam		28 00
Hews, A. H., & Co., flower-pots		348 32
Heintz & Campbell, team		42 00
Herlihy, M., team		31 00
Henderson, Peter, plants		22 08
Hicks, S. D., & Son, repairs on hose-fixture		9 00
Harrington, John, repairing fences		16 00
Hatch, Samuel, & Co., trees		75 21
James & Abbot, lumber		60 27
Journal Newspaper Co., copies		1 00
Johnson, C. S., sundries		3 48
Jones, M. D., & Co., repairing iron pedestals, ...		3 75
Jackson, W. H., teaming		10 50
Keyes, Edmund, coal		9 53
Kennedy & Murphy, horse-collar		6 50
King, James A., teams		36 00
Kelly, J. T., loam		23 00
Knox, C. H., & Co., painting		17 15
Lappen, J. E., baskets		7 50
Lendrum, Wm. H., trees	\$191 30	
Lendrum, Wm. H., plants	151 00	
		342 30
Lyons, John H., glazing		24 50
Lawrence, Harry V., Canada ashes		29 95
Lang & Jacobs, barrels for plant-tubs and rustic-work		53 60
Lee, George, black horse		300 00
Lord, F. C., sundries		9 82
Labor, per pay-rolls		37,072 30
Labor, per contracts and bills		1,419 74
McKee, Henry J., repairing tools and iron-work		148 67
McLaughlin, Edward, paving		199 93
McDonald, John, teaming		31 50
McLaughlin, Francis J., loam		1 00
McAnirlin & Morgan, teaming		15 50
McGann, T. F., repairing monuments and railings		81 50
Marsh, W. W., rent of playground		200 00
<i>Amount carried forward,</i>		\$69,043 11

<i>Amount brought forward,</i>		\$69,043 11
Murphy, James, loam	\$101 00	
Murphy, James, labor	74 00	
		175 00
Mooy, Polman, tulip-bulbs		667 64
Manning, T. W., tan		31 50
Manson, John T., Goddard buggy		200 00
Minton, Thomas, gravel and mortar		52 00
Meade, Thos. H., plants		134 00
Mitchell, A. W., badges		30 00
Meserve, Robert, evergreen-trees		161 90
New England Telegraph and Telephone Com- pany, rent of telephone		157 66
Nawn Hugh, loam	\$313 66	
Nawn, Hugh, teaming	97 50	
		411 16
Nawn, Owen, loam		113 00
Nash, H., repairing vehicle		8 75
O'Donnell, John, team		26 25
Overkirk & Vanderneer, plants		56 37
Penman, James Arnot, Dictionary of Garden- ing		21 00
Pasek, John, repairing locks and keys		3 25
Paul, Wm., & Son, rhododendrons, trees, and shrubs		321 76
Paillett, L., shrubs		52 50
Poor, J. E., teaming		154 75
Parker, H. G., copies of "Gazette"		5 00
Pratt, James, printing and lettering signs		31 32
Poggi & Son, mason-work		20 50
Russell, J. C., dog-meat		14 14
Rowe, A. T., barrels for plant-tubs		10 00
Rowan & Kelly, glass		50 98
Rice, Albert G., agent, boxes for flats		84 25
Rockwell & Churchill, printing		285 64
Robertson, John A., stakes		7 50
Richardson, Chas., & Co., small supplies		183 32
Riddle Bros., painting and repairing vehicle		153 05
Rough, James, plants		109 30
Robbins & Co., cement and sand		7 50
Redding Electric Company, bells and repairs		18 08
Smith, H. D., boarding sick horse, \$12 00		
Smith, H. D., use of horse and buggy	14 00	
Smith, H. D., setting tire	75	
		26 75
<i>Amount carried forward,</i>		\$72,828 93

<i>Amount brought forward,</i>	\$72,828 93
Slattery, Hardy, & Co., doors, skylights, and glass	29 70
Smith, H. D., pipe and fittings	16 19
Schlegel & Fottler, bulbs and seeds, \$372 29	
Schlegel & Fottler, tools	28 75
	401 04
Simmons, W. H., & Co., plants	100 59
Sargent, Geo. B., & Son, stamp	7 50
Smith, J. T., & Co., repairing vehicles	130 52
Sewall & Day Cordage Co., lathyam and rope, ...	16 53
Snow, E. A., freight and foreign charges	157 23
Storrs, A., & Bement, stationery	2 60
Sampson, Murdock, & Co., directory (Boston), ...	5 00
Smith, J. T., manure	1 85
Smith & Lovett, repairing iron fences	95 89
Thomas, John, horse-shoeing	93 96
Traveller Newspaper Association, subscription and copies	9 75
Turner, Henry G., team	5 00
Thayer, Henri R., court expenses	306 10
Trainer, Chas. W., & Co., cement	4 00
Underhill Bros., repairing tools	7 80
Warren, M. R., stationery	31 22
West End Street Railway Co., car-tickets	371 25
Woodman, Geo., & Co., pipe and fittings	116 08
Water rates	488 00
Wilson, W. C., plants	20 70
Whitman & Barnes Manufacturing Co., lawn-mower parts	81 99
Wheeler, Irving W., & Co., awning curtain	4 90
Wigg, Geo. M., teaming	6 00
Wells, B. T., bulbs and seeds	177 96
Waterer, Anthony, rhododendrons, trees, and shrubs	536 07
Winslow, Geo. M., & Co., coal	543 78
Woodworth, Thos. J., damages by street tree, ...	50 00
Whitehead, J., repairing tools	32 71
Zirngiebel, Denys, plants	60 00
Total	\$76,740 84

SCHEDULE

Showing to whom and for what purposes the amount expended by the Department of Common and Public Grounds under special appropriations has been paid : —

Ames Plow Co., tools	\$52 00	
Abbott, W. H., teaming	13 10	
Burbank, Geo. A., loam	146 73	
Bolles, Kimball, & Wilde, fence-wire	19 28	
Blakemore, Wm. B., fence-poles	80 00	
Bamrick, J. T., teaming	30 00	
Boston Herald Co., advertising	2 38	
Coogan, James, loam	6 77	
Corbett, John W., teaming	7 00	
Collins & Ham, teaming	110 00	
Calef, Alden G., fence-poles	44 00	
Curtis & Pope, lumber and posts	\$388 02	
Curtis & Pope, cement, etc.	117 95	
		505 97
Cocknower, Perrin, & Co., tools	59 32	
Connell, J. P., painting	15 00	
Dunn, J. J., teaming	39 00	
Davern, W. T., loam	\$232 33	
Davern, W. T., teaming	165 50	
		397 83
Dunn, P., loam	\$153 00	
Dunn, P., teaming	87 00	
		240 00
Donnelan, M., loam	62 74	
Dooley, P., loam	\$335 40	
Dooley, P., teaming	76 75	
		412 15
Dever, P. J., teaming	3 00	
Dix, M. S., mason-work	322 00	
Donovan & Brock, teaming	\$26 88	
Donovan & Brock, loam	68 06	
Donovan & Brock, manure	4 92	
Donovan & Brock, labor and cement	3 63	
		103 49
Doherty, O., teaming	5 85	
Davis, M., loam	67 00	
<i>Amount carried forward,</i>		\$2,744 61

<i>Amount brought forward,</i>		\$2,744 61
Davis, M. F., loam		166 66
Davern, J. F., loam		197 00
Dwyer, J. T., teaming		3 50
Finneran, Wm., loam	\$803 50	
Finneran, Wm., teaming	308 75	
		1,112 25
Globe Newspaper Co., advertising		2 38
General printing accounts, stationery		2 25
Grealy, P., manure		85 61
Holland, J., loam	\$1,396 15	
Holland, J., teaming	1,910 75	
Holland, J., red gravel	528 92	
Holland, J., blue gravel	236 40	
Holland, J., sods	110 67	
Holland, J., manure	176 84	
		4,359 73
Hall, Aaron A., loam	\$1,240 20	
Hall, Aaron A., teaming	921 00	
Hall, Aaron A., manure	283 46	
Hall, Aaron A., gravel	144 00	
		2,558 66
Hart, P., teaming		60 00
Jackson, W. H., teaming		60 00
Jackson, A., teaming		18 50
Janse, E. A., loam		11 54
Journal Newspaper Co., advertising		3 75
Kelly, J. F., loam		452 40
King, James A., loam	\$29 50	
King, James A., teaming	144 00	
King, James A., sods	3 00	
King, James A., trees	116 00	
		292 50
Kilroy, Michael, loam		46 93
Kilduff, Thos., loam		143 48
Linehan, Chas., loam		143 33
Labor per pay-rolls		9,608 24
Martin, Anthony, loam		3 18
Minton, Thomas, loam		21 14
Murphy, James, teaming		336 00
McKee, Henry J., repairing tools		18 30
McGann, F. F., bronze rail (furnishing and setting)		300 00
Mulvey, J. V., loam		7 75
Mitchell, Luke, loam		7 37
<i>Amount brought forward,</i>		\$22,767 06

<i>Amount brought forward,</i>				\$22,767 06
Nawn, H., loam	\$1,146 75			
Nawn, H., teaming	336 00			
				1,482 75
Nawn, Owen, loam	\$1,228 66			
Nawn, Owen, teaming	30 00			
				1,258 66
Noonan, David, loam				119 75
O'Riordan, P., teaming				90 00
O'Keefe, Thomas, teaming				42 00
O'Sullivan, Denis, surveying				51 75
O'Donnell, M., teaming				3 50
O'Brien, Alex., teaming				14 00
Poor, J. E., teaming				10 37
Post Publishing Co., advertising				3 50
Storrs, A., & Bement, stationery				2 45
Smith & Lovett, repairing and removing fences,				55 65
Turner, John T., & Co., asphalt				
tile-walks	\$7,000 00			
Turner, John T., & Co., stone-curb-				
ing	588 00			
				7,588 00
West End Street Railway Co., car-tickets . .				25 15
Total				<u>\$33,514 59</u>

As a convenient reference I append the following list of parks and squares, which are in charge of the Department of Common and Public Grounds, showing their respective localities and superficial areas : —

Name.	Location.	Area.	Remarks.
CITY PROPER.			
Common	Park, Tremont, Boylston, Charles, and Beacon Sts.	148 $\frac{1}{4}$ acres.	Enelosed by an iron fence.
Public Garden . . .	Charles, Boylston, Arlington, and Beacon Sts.	24 $\frac{1}{4}$ "	"
Fort-Hill Square . . .	Oliver and High Sts.	29,480 sq. ft.	
Franklin Square . . .	Washington, East Brookline, East Newton, and James Streets	105,205 "	
Blackstone Square . .	Washington, West Brookline, West Newton, and Shawmut Avenue . . .	105,100 "	
East Chester Park . .	Between Albany St. and Harrison Avenue . . .	9,300 "	
Chester Park	Between Harrison Ave. and Washington St. . .	13,050 "	
Chester Square . . .	Between Washington and Tremont Streets . . .	74,000 "	Malls enelosed by iron fence.
West Chester Park . .	Between Tremont Street and Columbus Ave. . .	10,150 "	
Coneord Square . . .	Between Tremont Street and Columbus Avenue . .	5,000 "	
Rutland Square . . .	Between Tremont Street and Columbus Avenue . .	7,400 "	
Berwiek Park	Off Columbus Avenue . . .	3,800 "	Enelosed by granite curb.
Greenwich Park . . .	Off Columbus Avenue . . .	4,100 "	"
Commonwealth Ave.	From Arlington St. to West Chester Park (Malls) .	429,500 "	
Union Park	Between Tremont Street and Shawmut Avenue .	16,000 "	Malls enelosed by iron fence.
Woreester Square . .	Between Washington St. and Harrison Avenue .	16,000 "	
Lowell Square	Cambridge and Lynde Sts.	5,772 "	Malls enelosed by iron fence.
Park Square	Columbus Avenue, Eliot, and Pleasant Streets . .	2,867 "	
Montgomery Square .	Tremont, Clarendon, and Montgomery Streets . .	550 "	"
Pemberton Square . .	Between Tremont Row and Somerset Street . .	3,390 "	"
Copley Square . . .	Between Huntington Ave., Boylston and Dartmouth Streets	28,399 "	Enelosed by a granite curb.
	Between Huntington Ave., Trinity Pl. and St. James Avenue	5,410 "	"
City Hall Grounds . .	School Street	7,700 "	
SOUTH BOSTON.			
Telegraph Hill	Thomas Park	190,000 "	
Independence Square .	Broadway, Second, M, & N,	6 $\frac{1}{2}$ acres.	Enelosed by an iron fence.
Lincoln Square	Emerson, Fourth, and M .	9,510 sq. ft.	"
EAST BOSTON.			
Maverick Square . . .	Sumner and Maverick . . .	4,398 "	Enelosed by an iron fence.
Central Square	Meridian and Border . . .	32,310 "	"
Belmont Square . . .	Webster, Sumner, Lamson, and Seaver	30,000 "	"
Putnam Square	Putnam, White, & Trenton,	11,628 "	"
Preseott Square	Trenton, Eagle, & Preseott,	12,284 "	"

¹ Exclusive of cemetery, containing one and a quarter acres.

LIST OF PARKS AND SQUARES — *Concluded.*

Name.	Location.	Area.	Remarks.
ROXBURY DISTRICT.			
Madison Square . . .	Sterling, Marble, War- wick, and Westminster	122,191 sq. ft.	
Orchard Park	Chadwick, Orchard Park, and Yeoman Sts. . . .	99,592 "	
Washington Park . . .	Dale and Bainbridge Sts. .	396,125 "	
Longwood Park	Park and Austin Sts. . . .	21,000 "	
Walnut Park	Between Washington St. } and Walnut Avenue . . }	5,736 "	
Lewis Park	Highland Street and High- land Avenue	5,600 "	
Bromley Park	From Albert to Bickford .	20,975 "	Three enclosures.
Fountain Square . . .	Walnut Ave., from Mun- roe to Townsend	116,000 "	
Cedar Square	Cedar St., between Juni- per and Thornton Sts. . }	26,163 "	
Linwood Park	Centre and Linwood	3,625 "	Encl'd by stone curb.
Public Ground	Centre and Perkins Sts. . .	3,200 "	
Highland Park	Fort Hill Avenue	114,065 "	
DORCHESTER DIST.			
Dorchester Square . . .	Meeting-house Hill	56,200 "	Soldiers' Monument on this square.
Eaton Square	Adams and Bowdoin	13,280 "	
Mt. Bowdoin Green . .	Top of Mt. Bowdoin	25,170 "	
Richardson Square . . }	Between Pond and Cot- tage Sts. }	75,982 "	
CHARLESTOWN DIST.			
City Square	Head of Bow and Main . .	8,739 "	Encl'd by stone curb. "
Public Ground }	Water St., Charles River } Ave., and Warren Ave. }	3,055 "	
Sullivan Square }	Main, Cambridge, Sever, } and Gardner Sts. . . . }	56,428 "	
Winthrop Square . . . }	Winthrop, Common, and } Adams Sts. }	38,450 "	Enclosed by an iron fence. Soldiers' Monument on this square.
Public Ground }	Essex and Lyndeboro' } Sts. }	930 "	
WEST ROXBURY DIST.			
Public Ground	Shore of Jamaica Pond . .	31,000 "	
Soldiers' Monument Lots	South and Central Sts. . . .	5,870 "	
Public Ground	Top of Mount Bellevue . .	27,772 "	
BRIGHTON DIST.			
Public Ground }	Pleasant and Franklin } Streets }	1,900 "	
Jackson Square }	Chestnut-Hill Ave., Union } and Winship Sts. . . }	4,300 "	Enclosed by stone curb.
Brighton Square . . . }	Between Chestnut-Hill } Ave. and Rockland St., } and opposite branch of } Public Library }	25,035 "	
Roxbury Canal Lands }	Bounded by East Chester } Park, Albany and } Northampton Sts., and } a common passage-way, }	130,493 "	Used for storage, greenhouses, hot- beds, etc.

LIST OF PROPERTY IN CHARGE OF THE SUPER- INTENDENT OF COMMON AND SQUARES.

One fountain each on Franklin, Blackstone, Chester, Worcester, Independence, Central, Maverick, Sullivan, and Jackson squares; Chester and Union parks; Lyman fountain on Eaton square; Brewer and Coggswell fountains on Common; "Maid of the Mist," with wooden coverings for the same, and three fountains, on Garden.

STATUES AND MONUMENTS.

Statues of Edward Everett, Washington, Charles Sumner, and General Cass on Public Garden; Hamilton, General Glover, and William Lloyd Garrison on Commonwealth avenue; Benjamin Franklin and Josiah Quincy in front of City Hall; Samuel Adams on Adams square, and John Winthrop on Scollay square; Emancipation Group, Park square; Ether Monument on Garden; Soldiers and Sailors' Monument, Monument Hill, Common; Soldiers' Monument, Winthrop square, Charlestown District; junction of Centre and South streets, West Roxbury District; and Meeting-house Hill, Dorchester District; Crispus Attucks Monument, Boston Common.

The following is a schedule of tools in 1878, and also an inventory of tools, plants, etc., on hand at the present date: —

1878.

23 spades.	3 stone rollers.
5 shovels.	2 iron rollers.
48 iron rakes.	2 crow-bars.
17 hoes.	4 hand-carts.
3 wooden rakes.	6 wheelbarrows.
8 spading-forks.	3 hand-saws.
6 manure-forks.	3 axes.
1 ladder.	3 cross-cuts.
41 vases.	2 edging-shears.
200 settees and chairs.	2 branding-irons.
103 signs ("Keep off the Grass.")	44 picks.
24 hot-bed sash.	3 scoops.
1 watering-cart.	2 scythes.
3 watering-pots.	12 mowing-machines (worn out).

1890.

93 lawn-mowers.	3 baskets.
30 machine-oilers.	2 sets stencils.
1 lot machine parts.	4 step-ladders.
1 hack-saw.	30 ladders.
1 emery wheel.	110 rustic vases.
1 oil-stone.	11 iron vases.
1 iron bench-vise.	15 stone vases.
140 shovels.	42 terra-cotta vases.
30 long-handled shovels.	2 bronze vases.
55 spades.	1 large table.
30 spading-forks.	1 small table.
90 picks.	2 iron stoves.
40 hoes.	7 chisels.
45 iron rakes.	2 putty-knives.
25 wooden rakes.	1 glazier's diamond.
17 dandelion-rakes.	10 paint-brushes.
21 edging-irons.	4 levels.
15 skuffles.	1,500 lbs. fertilizer.
11 garden lines and reels.	4 buck-saws and bucks.
6 hand-pruning shears.	1 adze.
2 hand stone-rollers.	3 tape-lines.
4 hand iron rollers.	761 hot-bed sashes.
1 snow-plough.	700 Russia mats.
13 stone-hammers.	2 clocks.
1 hose-nozzle.	1 safe.
1,450 feet damaged hose.	2 mirrors.
10 sledge-hammers.	2 hedge-shears.
4 paving-hammers.	3 manure-forks.
24 axes.	5 sheep shears.
12 hatches.	37 garden-trowels.
10 axe-handles.	10 hand-forks.
20 crow-bars.	175 lbs. paint.
15 long post-hole scoops.	18 weeding-knives.
2 branding-irons.	24 watering-pots.
8 scythes.	10 seed-sieves.
25 lanterns.	120 toe-catchers.
6 water-pails.	11 lawn-sprinklers.
3 large oil-cans.	4 long pruning-shears.
2 hydrant keys.	1 long pruning-hook.
1 grading-line.	1 long pruning-saw.
10 ice-spades.	3 scoop-nets.
2 ice-picks.	25 sickles.
3 corn brooms.	7 pruning-saws.
3 steel stamps.	9 cross-cut saws.
5 tackle-ropes.	13 hand-saws.

1 double hand-saw.	1 tripod tree-raiser.
12 iron gratings.	1 wagon.
5 cesspool scoops.	1 tip-cart.
20 wheelbarrows.	2 watering-carts.
9 hand-carts.	3 working-horses.
1 butt-brace.	1 driving-horse.
1 auger bit.	4 sets harnesses.
1 breast-drill.	1 wagon-jack.
5 hammers.	1 hay-cutter.
1 grindstone.	1 platform-scale.
1 large monkey-wrench.	1 large stable-lantern.
2 pairs nippers.	2 oil-stoves.
90 brush-brooms.	9 wooden covers for fountains.
2 wire stretchers.	150 signs ("Keep off the Grass").
3 steel punches.	750 settees.
1 hand-vise.	12 greenhouses.
1 iron vise.	1 horse-roller.
1 wooden vise.	11 office chairs.
4 cold-chisels.	1 type-writing machine.
7 calking-irons.	office and tool-house at Deer park.
8 steel wedges.	office and potting-shed at nursery.
1 hand-pump.	1 large stable-house and stable at nursery.
2 greenhouse syringes.	500,000 plants in green- houses.
4 gravel screens.	1,600,000 plants in cold frames at nursery.
3 buggies.	3,000 trees at nursery.
3 desks.	1,000,000 flower-pots, all sizes.
2 fumigators.	
5 bushel-baskets.	
8 two-bushel baskets.	
2 hay-forks.	
6 weeding-forks.	
5 ploughs.	
3 harrows.	
3 horse-mowers.	

CITY OF



BOSTON.

FIRST REPORT

OF THE

COMMITTEE ON LEGISLATIVE MATTERS.

IN COMMON COUNCIL, Feb. 20, 1890.

The committee on Legislative Matters submit herewith drafts of the petitions and orders affecting the city of Boston that have been presented to the Massachusetts Legislature to the above date.

In submitting this list the committee desire to state that they are of the opinion that these matters now pending before the General Court should receive some consideration by appropriate committees of the city council, and that these committees should be authorized to appear at the State House and represent the city's interests whenever the matters are to be considered there. Your committee are aware that the plan they propose will be a departure from the method that has been pursued heretofore in the management of the city's business before the Legislature, but they believe that in this way a greater interest in the business will be established in the city council, and that it will inevitably result to the city's advantage, in respect to the consideration of its interests by the Legislature.

The committee accordingly recommend the passage of the following order.

For the Committee,

ARTHUR L. SPRING.

Ordered, That the following-named matters pending before the General Court be referred to the committees named herein, and that such committees be authorized to appear

before any committees of the Legislature, and represent the city's interests whenever a hearing upon the matters referred to them takes place, namely : —

The petition of the Mayor of Boston for the passage of an act providing for the equitable assessment of sewer construction charges in the city of Boston; to be referred to the special committee on sewer assessments (aldermen).

The petition of the Mayor of Boston for the passage of an act enabling the city of Boston to regulate electric wires in the city, the power they convey, and their safe construction within buildings; to be referred to the joint special committee on superintendence of electric wires.

The petition of the Mayor of Boston for the passage of an act regulating the making and awarding of contracts in behalf of the city of Boston; to be referred to the joint standing committee on ordinances.

The petition of the Mayor of Boston for the passage of an act transferring to said city the authority now exercised by the board of gas and electric light commissioners over electric wires in said city; to be referred to the committee on electric wires (aldermen).

The order that the committee on water supply consider the expediency of providing for a more effectual protection of the purity of the water supply of the city of Boston; to be referred to the joint standing committee on water.

The order amending the charter of the city of Boston, so as to more clearly define the duties of the executive department, the terms of office and compensation of heads of departments, and the appointment of subordinates, etc.; to be referred to the joint standing committee on ordinances.

The order amending the charter of the city of Boston, so as to consolidate certain departments and enlarge the duties of certain departments: *Also*, to provide for the appointment of the board of street commissioners by the Mayor, subject to the approval of the board of aldermen, and enlarging their powers; to be referred to the joint special committee on consolidation of departments.

The order amending the charter of the city of Boston, so as to provide for increasing or diminishing the salaries of heads of departments; to be referred to the joint special committee on salaries.

The order amending the charter of the city of Boston, so as to more clearly define the powers and duties of the board of police, and as to the appointment of railroad and steamboat police; to be referred to the joint standing committee on police.

LIST OF MATTERS PENDING BEFORE
GENERAL COURT.

1. Petition of Thomas N. Hart, Mayor, for the passage of an act enabling the city of Boston to borrow \$500,000 outside the debt limit established by chapter 178 of the acts of 1885, said money to be devoted for school purposes.

2. *Also* for the passage of an act enabling the city of Boston to assess a tax of ten dollars and fifty cents (\$10.50) instead of nine dollars (\$9.00) as now provided by law, upon every one thousand dollars for current expenses, and certain sums specially excepted by the Commonwealth are not included.

3. *Also* for the passage of an act enabling the city of Boston to borrow \$250,000 outside the limit prescribed by chapter 178 of the acts of 1885, for the purpose of purchasing and improving land for a public park in Charlestown.

4. *Also* for the passage of an act providing for the equitable assessment of sewer-construction charges in the city of Boston.

5. *Also* for the passage of an act enabling the city of Boston to regulate electric wires in this city, the power they convey, and their safe construction within buildings.

6. *Also* for the passage of an act regulating the making and awarding of contracts in behalf of the city of Boston.

7. *Also* that the members of the common council of the city of Boston be paid a salary.

8. *Also* for amendment of chapter 178 of the acts of the year 1885, relative to the debt limit of the city of Boston, so that said city may change its debt limit and its tax limit.

9. *Also* for the passage of an act to change the boundary line between the city of Boston and the town of Brookline.

10. *Also* for an act vesting the appointment and supervision of the undertakers of the said city in the board of health.

11. *Also* for an act transferring to said city the authority now exercised by the board of gas and electric light commissioners over electric wires in said city.

12. Petition of Homer Rogers, chairman of the board of aldermen of the city of Boston, that said board be granted full control of all appliances used for transmission of electricity in Boston.

13. Petition of Homer Rogers, chairman of the board of aldermen of the city of Boston, that the members of said board be paid a salary of \$3,000 each per annum.

14. Petition of Horace G. Allen, president of the common council of the city of Boston, for legislation granting to that body the same rights in streets, sewers, and dividing the city into precincts, as are now held by the board of aldermen.

15. Petition of Horace G. Allen, president of the common council of the city of Boston, that said city have authority to establish a maximum speed for electric cars.

16. Petition of Benjamin F. Stacey and others for the conveyance to the Commonwealth of the Bunker Hill monument and the land connected therewith.

17. Petition of Richard Sullivan that the city of Boston be authorized to redistrict its aldermanic districts and increase the number thereof; and also that the number of aldermen be increased, and that seven of said aldermen be elected at large.

18. *Order* amending the charter of the city of Boston, so as to more clearly define the duties of the executive department thereof, the terms of office of and compensation of heads of departments, the designation, appointment, and compensation of subordinates of such departments and their terms of office.

Also of requiring said departments to advertise for contracts.

Also of consolidating certain departments, and of enlarging the duties of certain departments.

Also to consider the expediency of providing for the appointment of the board of street commissioners by the Mayor, subject to the approval of the board of aldermen, and of enlarging and increasing their powers and duties.

Also of providing for increasing or diminishing the salaries of the heads of departments.

Also of more clearly defining the powers and duties of the board of police for the city of Boston.

Also of providing for the appointment of railroad and steamboat police.

19. *Order*, That the committee on cities consider the expediency of giving the board of aldermen of the city of Boston full control over the erection, maintenance, and removal of wires over and in buildings and streets in the city of Boston.

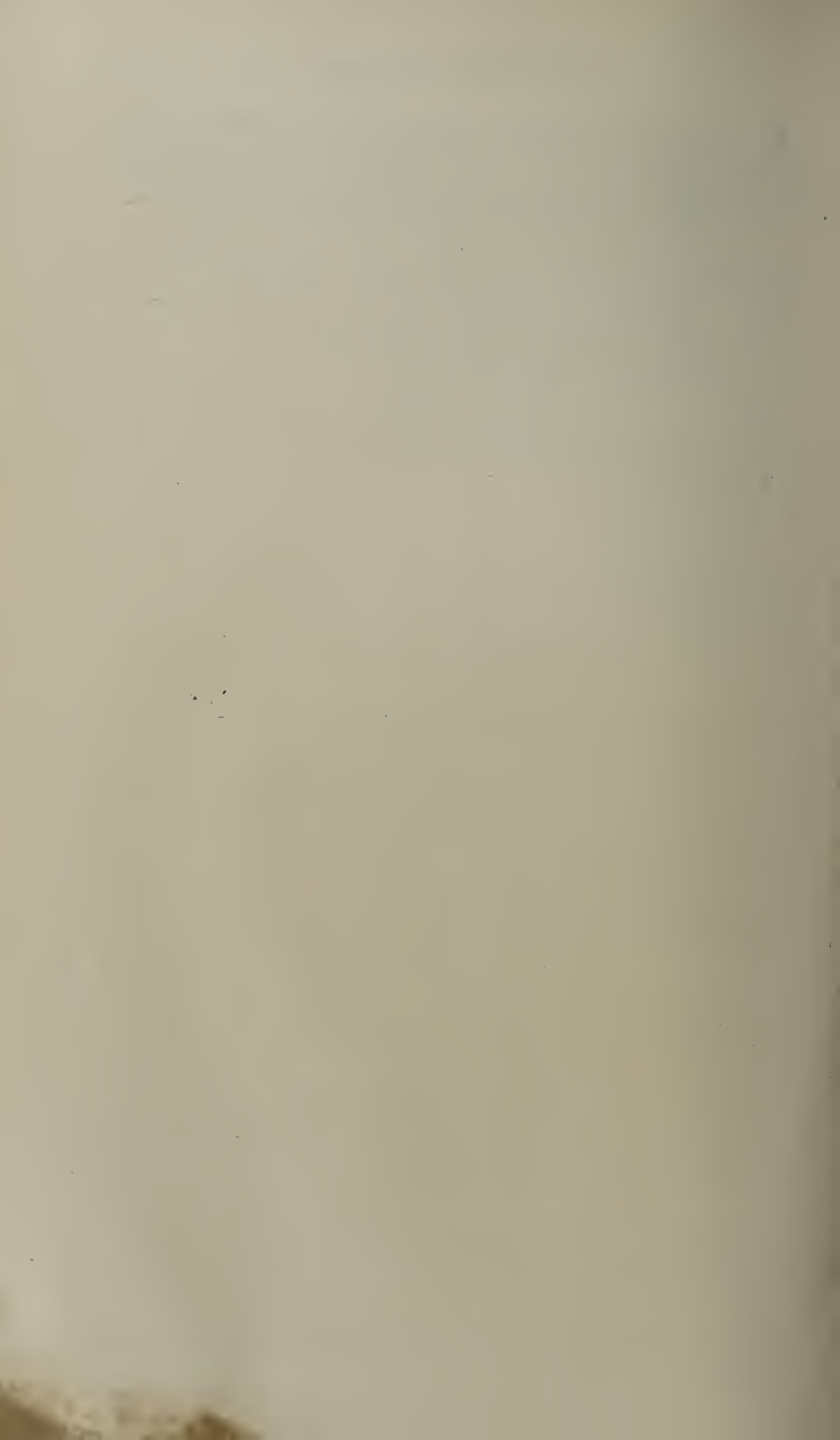
20. *Ordered*, That the committee on water supply consider the expediency of providing for a more effectual protection of the purity of the water supply on the city of Boston.

21. *Ordered*, That the committee on cities consider the expediency of repealing sections 17, 18, and 19 of chapter

28 of the Public Statutes, and passing a general law providing some new method of filling vacancies that may occur in the city council of a city during the municipal year, other than by the present method of a general election.

22. *Ordered*, That the committee on cities consider the expediency of amending chapter 135 of the acts of the year 1887, by adding at the end of section 1 the words "but all fees received for dog licenses shall be paid to the collector of the city of Boston for the use of said city."

23. Petition of Abbott Lawrence *et als.* for the establishment of an art commission for the city of Boston, to which shall be submitted all designs and sites for the erection, in said city, of public monuments, memorials, and other works of art.



CITY OF



BOSTON.

THIRTY-EIGHTH REPORT

OF THE

TRUSTEES OF THE PUBLIC LIBRARY.

1890.

The Trustees of the Public Library of the City of Boston have the honor to present to the City Council their thirty-eighth annual

REPORT.

The Trustees are required by the City Ordinances to "appoint annually an Examining Committee of not less than five persons, not members of the Board, who, together with one of the Board, shall examine the Library and make to the Board a report of its condition." During the past few years, in order to secure a thorough examination of the Library, they have given much thoughtful consideration to the constitution and appointment of this committee. The committee appointed last year (1888), in their annual report complained "that they felt themselves handicapped: first, by the fact that they were entirely new to the service; and second, by the narrow limit of the time to which their work was necessarily restricted." The Trustees appreciated the justice of this complaint, and in order to secure an experienced committee, and to give that committee, when appointed, all possible time for their work, they reappointed early in January, as members of the new committee, all those who had served on that of the previous year. Some of these, for different reasons, declined to serve another year, and their places were filled by new appointments. As finally constituted, the committee consisted of Mrs. Abba Goold Woolson,

Miss Alice Lee, Mr. J. Wingate Rollins, Rev. Theodore A. Metcalf, Mr. Charles Henry Parker, Dr. Harold Williams, Rev. Samuel E. Herrick, D.D., Mr. George W. Evans, Mr. Harvey N. Shepard, Mr. Arthur B. Ellis, Mr. John Heard, Jr., with Hon. F. O. Prince, of the Trustees, as chairman. The result of their investigations as embodied in their report to the Trustees is presented herewith.

The Trustees have very carefully considered this report, and fully appreciate the great value of the practical recommendations contained in it. Many of them will be acted upon at once, but as to others, action may have to be deferred for the present.

Owing to the change of hours in Bates Hall made late in the year, the scientific and historical volumes in that collection are now accessible to the public during as many hours as they would be if in the Lower Hall. There has been of late years a tendency to regard the Lower Hall as a branch of the Central Library rather than as an integral part of it. In point of fact, however, this hall was established and has been maintained for the sake of convenience, and to keep the more popular and more constantly used books where they could be more easily given out by the attendants. At present the force in Bates Hall can supply the demand for the class of books mentioned. For these reasons the Trustees think it would be best to defer action for the present upon the first recommendation of the committee.

The Trustees will act at once upon the recommendation in regard to the ventilation of the Lower Hall. It seems to them, however, that it is very doubtful if anything can make any improvement in the condition of this room. A great number of attempts have been made to ventilate it, but none have thus far been successful.

The Trustees would respectfully call the attention of the City Council to the remarks of the Examining Committee upon the condition of the South End Branch, and to the changes recommended. This is a very large and useful branch, and certainly deserves to have better quarters than those at present occupied by it. The Trustees would gladly carry out the suggestions of the Examining Committee, if it were possible for them to do so with the funds at their disposal. As it is, nothing can be done without the aid of a special appropriation.

The committee recommend that reading-rooms be established "in connection with those delivery stations not so provided." This matter is respectfully referred to the City Council, as the Trustees have no funds at their disposal that can be applied for this purpose. The present number of

reading-rooms cannot be increased without a considerable addition to the annual appropriations.

The question of providing suitable apparatus for protection against fire in the different branches has been carefully considered by the Trustees. Most of the branch libraries and delivery stations are in buildings that are not under their control, and are so situated that they must be left to the general protection afforded by the fire department of the city. During the year the Trustees have called the attention of the City Council to the situation of the Charlestown Branch, and have suggested the advisability of insuring this collection, which is very valuable. In the light of recent events they have felt called upon to make some considerable expenditure in order to insure the greatest possible protection for the Central Library, as this collection, which is of inestimable value, is in a peculiarly exposed condition.

ADMINISTRATION.

The details of the administration of the Library during the past year will be found in the report of the Librarian, submitted herewith and in the various appendixes accompanying it. The report shows that there has been a very gratifying increase in the general circulation. The whole number of books and periodicals used exceeds that of any previous year in the history of the Library. Some years ago the Trustees made a determined effort, that has been steadily maintained, to raise the standard of the books supplied to the public. At first their policy resulted in a considerable decrease in the circulation, but the call for the better class of books has constantly increased, until during the present year the use of the Library has been greater than ever before. This result is very gratifying, as showing a growing demand for wholesome literature.

On the 16th of December Bates Hall was for the first time in the history of the Library opened to the public in the evening. During the few remaining evenings of the year the number of persons who availed themselves of the privileges thus offered, while not sufficient materially to affect the volume of circulation for the year, was large enough to assure the success of the experiment. Thus far the attendants in the evening have been taken from the regular day force; but it soon will be necessary to employ persons for this service only.

The accessions of books during the year amounted to 22,932, and the total number of books in the Library on December 31, after deducting books lost and condemned, was 520,508.

The total number of books and periodicals issued during the year was 1,772,487, and of this number but 44 have not been recovered from borrowers. In other words, the loss has been but 1 in 40,284. Considering how freely books are permitted to circulate, this is certainly a very remarkable result. Judging from the experience of the past years, it is safe to assume that many of the books reported as missing will be recovered. In most cases failure to return books is attributable to death, change of residence, fire, and other causes of a like nature, rather than to the dishonesty of borrowers. During the past year one book was returned from Kansas that had been missing from the shelves for thirty years. It will be seen upon examination of Appendix XVI. that the percentage of losses has steadily decreased. This would seem to indicate an increased appreciation of the privileges afforded by the Library and a desire not to abuse them. The general condition of books that have circulated is very good, considering the constant use to which they are subjected. Cases of malicious mutilation or injury are extremely rare, — not more than five or six such cases having been reported during the past year. Of course many books show marks of constant use, and many have been worn out in service. In general, persons using the Library treat the books as carefully as they would their own property. There is, nevertheless, one matter to which the public attention should be directed, and that is to the selfish but not uncommon habit — due, probably, to thoughtlessness or vanity of a certain class of readers — of underlining passages and making pencil comments in margins. Offenders in this respect seem to forget that such marks deface the pages, and annoy sensible readers. This is the single exception to the general good treatment of books lent.

Although a careful investigation fails to show that any disease has been spread by means of library books, the Trustees, through perhaps excess of caution, have during the year made arrangements whereby the Board of Health reports to them all the houses in which there is any contagious disease, so that books and cards that are returned from such houses can be withdrawn from circulation and disinfected.

In the early part of the year it was found necessary to provide additional shelf-room for books at the Central Library. After careful consideration it was decided that temporary relief could be obtained by moving the Patent Library to the fine-arts room in the lower part of the building, and by utilizing for bound volumes the room occupied by pamphlets. To do this required a considerable expenditure for moving, shelving, and binding. As no money was available

for this purpose from the annual appropriation, a special appropriation was made by the City Council. It is hoped that the space thus gained will be sufficient for the needs of the Library until the new building is ready for occupancy. The change in the location of the Patent Library renders the valuable collection of patent specifications more easy of access for the public.

FINANCES.

A detailed statement of the receipts and expenditures for the administration of the Library during the past year will be found in Appendix No. XVII., on page 56. The customary detailed estimate of the sum necessary for the proper administration of the Library for the financial year 1889-90, amounting to \$144,375, was submitted to the City Council in February. This estimate was the result of long and careful consideration of the subject by the Trustees. They believed then, and they still believe, that this was the smallest sum for which the Library could be properly and efficiently administered. The City Council reduced this estimate by \$20,000, and made the appropriation for the year only \$124,375. In this sum is included the rents of branches and delivery stations; amounting to \$5,875, and the cost of repairs, amounting to \$3,100,—two items of expense that before 1888 were not paid from the sum appropriated for the Library,—leaving available for current expenses, \$115,400. In 1879 the amount appropriated for current expenses was \$120,000. The number of books then in the Library was 345,734, and the number of persons employed was 141. Since that time there have been established three reading-rooms and six delivery stations; the number of books has increased to 520,508; Bates Hall has been opened in the evening, and the demands upon the Library from every source have constantly increased; but in spite of all this increase in the work required, the number of persons employed is at present only 142. It can be readily seen that, unless a larger sum of money is put at the disposal of the Trustees, the efficiency of the institution will be seriously impaired. The Examining Committee appreciate the inadequacy of the means at the disposal of the Trustees for work required of them, and express regret that "the appropriation should not be large enough to enable them to extend still further the usefulness of the Library."

THE NEW LIBRARY BUILDING.

The detailed statement of the work done and the amount expended upon the new building in Copley square during

the past year will be found in the annexed report of the Clerk of the Works.

In the early part of the year the Legislature authorized the City to borrow \$1,000,000, outside of the debt limit, for the purpose of the continuation of the work upon this building. In the act authorizing this loan it was made the duty of the Trustees to sell the land and building now occupied by the Central Library on or before the maturity of the loan, and to pay the proceeds of the sale to the Sinking-Fund Commissioners, to constitute a sinking-fund against the indebtedness incurred under the act. The amount of the loan authorized was considerably less than was asked for by the Trustees, and will not be enough to enable them to complete the building. Bids for the stone and brick masonry necessary for the completion of the building were advertised for in May; but all the bids made, being found unsatisfactory, were rejected, and new bids then asked for. In the new competition Messrs. Woodbury & Leighton were awarded the contract. The Trustees have every reason to be satisfied with the work, which is subjected to the most thorough and careful inspection at all stages. During the winter it was thought advisable to suspend work, but since it has been resumed the building has been carried up as rapidly as was considered advisable, in view of the nature of the ground and the massiveness of the structure. It is to be hoped that the building will be roofed in by the first of January, 1891.

SAMUEL A. B. ABBOTT,
HENRY W. HAYNES,
FREDERICK O. PRINCE,
PHINEAS PIERCE.
WILLIAM R. RICHARDS,
Trustees.

REPORT OF THE EXAMINING COMMITTEE, 1889.

The committee appointed to examine the Public Library in its various departments and relations for the year 1889 respectfully present the following

R E P O R T .

The work having been appointed to various sub-committees at as early a period in the year as was practicable, each sub-committee has done its work independently, and, for the most part, by individual investigation, without waiting upon a chairman's call. The experience of the preceding year was found to have been of great service in familiarizing the members of the committee personally with the various departments of the work of the Library, and both time and labor could be used more efficiently. It is only just to say that increased experience has given to the committee a more adequate apprehension of the number and magnitude of the difficulties to be encountered in the administration of such an institution as the Boston Public Library, and a better appreciation of the wisdom, patience, and fidelity of those who are conducting it. Your committee would find it not difficult to discover room for suggestions equal in number and importance to those which were made last year; but protracted observation does not always increase the observer's confidence in the value of his own judgment; and it quite as often turns out true as otherwise, that there are good reasons for things being as they are.

In making the following suggestions the committee realize fully the two great restrictive conditions under which the work of the Library is at present conducted: the straitness of room and the want of money. The one difficulty being obviated by removal to the new building, it is to be hoped that the new dignity of the Library will inspire the generosity of civic pride; and so the second difficulty will disappear in the wake of the first. It will then be in order to press suggestions of all possible improvement.

LOWER HALL.

Upon the character and efficiency of the general aid rendered by the employees, your committee have only praise to bestow. They have been impressed with the interest and

devotion shown to the work of the Library and the accommodation of the public. It is, in fact, from actual contact with those who use the privileges of the Library that the committee feel justified in suggesting that it would foster a growing interest, and lead to a higher standard of the books supplied, if duplicates of some of the scientific and historical volumes, much inquired for, and solely supplied from Bates Hall, could be purchased for the Lower Hall. The growing interest in electrical science among the better-informed and more ambitious of our mechanics, and an apparent desire for increased facilities for historical reading, on the part of applicants for books in the Lower Hall, would seem to justify some change in this direction.

A second suggestion, which your committee would respectfully submit, is in regard to the ventilation of the reading-room, concerning which complaints have been made. While it is not advisable, in view of removal, to incur great expense in this direction, it has occurred to the committee that a simple and effective improvement could be made by raising the lower sashes of the windows two or three inches, and filling the opening with a strip of wood fitted for the purpose, containing one or two apertures or funnels, to be opened or closed as convenience might dictate. This would have a corresponding opening between the meeting rails in the middle of the window, through which a current of air enters and is directed towards the ceiling as the hot air ascends. Or, possibly, a better result might be reached by ventilating-hoods attached to the top of the sash. The air is poisoned so rapidly, where so many people congregate, that it soon becomes unfit for breathing; and any remedy that will tend to obviate this in any degree would seem to be justified, especially if the cost is not great.

BATES HALL.

The examination of Bates Hall discloses, as last year, the fact that this department is more and more becoming a library of consultation and reference, and less of circulation. The committee are gratified with the endeavor which has been made during the year to keep the Hall open during the evening, and trust that the success of the attempt may be such as to warrant its continuance. Your committee are also unanimous in the opinion that it would be worth while to open the Hall for some hours on Sunday afternoons.

BRANCHES.

Upon the Branch Libraries your committee report, that with a single exception the condition of the branches is

highly satisfactory, and that their usefulness is demonstrated beyond question by their steadily increasing patronage. The exception referred to, it is needless to state, is the South-End Branch. In their report of last year the Trustees say "they recognize the fact that the room of the South-End Branch is not what it should be, but it was the best that could be found when the library was installed there, and there are at present no funds available with which to procure a better one." In the opinion of your committee the condition of this branch is such as to demand immediate improvement. At its inception it is easy to see how these quarters were well chosen and sufficient. But at the present time, with its increasing patronage, it is unsatisfactory in the extreme. It is located in a basement or cellar; is lighted by gas, which is frequently used in the daytime, and is heated by steam. As a consequence, and because of the largely increased patronage, the air of the place is terrible, and can only be changed by opening the windows, which are on the level of the sidewalk. The readers and attendants are thus subjected to draughts and to the insults of boys who congregate at the open windows; annoyances which to be fully realized must be once experienced. It is also the opinion of your committee that the situation of the present Branch is not sufficiently central for the population it is intended to supply, and that it is too near the new building; that, established for the convenience of a population largely composed of citizens of foreign extraction and engaged in manufacturing pursuits, foreign publications and the "Scientific American" should be added to its periodical lists. With a view to securing these changes, your committee urgently recommends that a special appropriation be solicited for the complete reorganization of this Branch, and if this prove successful it suggests that the introduction of the electric light would do much towards ameliorating the condition of this Branch.

In regard to the North-End Branch, your committee is not in favor of increasing its library at the present time. But it would suggest that the experiment might be tried of furnishing the librarian with certain of the duplicates now lying disused in the Main Library, the same to be issued by her at her discretion for home use among persons not now entitled to enjoy the privilege of the home use of books, the intention being to restore to usefulness those books which are now of no value to any one, to encourage home reading in that portion of our population most likely to be benefited by education, and possibly to relieve in a measure the somewhat crowded condition of the reading-room. Your committee would further suggest that reading-rooms be established in

connection with those delivery stations not so provided, and that suitable apparatus for protection against fire be furnished to all the branches and delivery stations.

ADMINISTRATION AND FINANCE.

In respect of administration and finance, your committee report that there is nothing further to say upon this subject than to applaud the action of the Trustees upon the expenditure of the funds at their disposal, and to regret that the appropriation should not be large enough to enable them to still further extend the usefulness of the Library.

PUBLIC SCHOOLS.

As to the relation of the Library to the public schools, your committee suggest to the Trustees that the School Committee be requested to furnish to the Library, free of charge, a complete set of all the books and publications provided by them for the use of scholars in the public schools.

Any report which the committee could make on the Patent-room Department of the Library for 1889 would be but a repetition of the very full one printed last year; and as the suggestions made at that time, although approved by the Trustees, cannot be carried out for want of funds, we think it advisable to report merely, that the department is being developed slowly, according to the lines laid out at that time. The new acquisitions made on the recommendation of Mr. Heard are few, and form part of the Librarian's general statement.

Respectfully submitted,

SAM'L E. HERRICK,
ABBA GOOLD WOOLSON,
JOHN HEARD, JR.,
HAROLD WILLIAMS,
HARVEY N. SHEPARD,
J. WINGATE ROLLINS,
ALICE LEE,
CHARLES HENRY PARKER,
GEO. W. EVANS,
ARTHUR B. ELLIS.

LIBRARIAN'S REPORT.

To the Trustees: —

In preparing my annual report, herewith respectfully submitted, I have followed the customary order in presenting subjects, and the usual statistics are to be found appended.

GROWTH OF THE LIBRARY.

The accessions of books by purchase, or by gift, have been 22,932, a somewhat larger number than were added the previous year, but of these many were pamphlets already belonging to the Library, now bound singly and located as volumes. Of the whole addition, 18,166 have been assigned to the Central Library, and 4,766 to the Branches. Deducting books condemned and those lost, the Library contained, Dec. 31, 1889, 520,508 volumes.

Mr. Griffin, under whose eye, as Custodian of the Shelves, all accessions pass, reports that in the work of completing imperfect sets of valuable publications in the Library, a special aim this year, good results have been obtained. The sets of Surtees society and Suffolk archæological society publications have been completed. The Ordnance notes of the United States which were issued in a limited number of copies, have been further added to by the kindness of various officers connected with the Ordnance Department. Of 357 numbers we have 294. It is very desirable to obtain those lacking. A large number of books on electrical science have been purchased, including the "Bulletin internationale de l'électricité," "Revue de l'électricité," "Société Belge d'électriciens, Bulletin." By the courtesy of the Geological Survey Department of the United States, through Mr. Charles C. Darwin, the Library has been made one of five or six libraries to receive the Survey map sheets, of which there will be about 2,000 when finished. They include 24 sheets devoted to Massachusetts. Among the large illustrated works added, Detaillé's "L'Armée française" and Béchard's "L'Égypte et la Nubie" deserve mention. Other noteworthy publications, which are sufficiently characterized by their titles, are: "Annales hydrographiques, 1849-88," 51 vols.; "European Magazine, 1782-1823," 78 vols.; "Oesterreichische Zeitschrift für Berg- und Huettenwesen, 1853-87," 35 vols.; "Revue canadienne, 1864-83," 13 vols.; "Biblioteca de las tradiciones populares españolas," 11 vols.

The section of Slavic history has received the following important accessions: "*Acta historica res gestas Poloniæ illustrantia*"; "*Compte-rendu de la Commission impériale archéologique*," St. Petersburg, 1860-69; "*Monumenta medii ævi historica res gestas Poloniæ illustrantia*," 1874-86; "*Monumenta spectantia historiam Slavorum meridionalium*," 1868-84, 15 vols.

ACCESSIONS BY GIFT.

The list of donors, with the number of books, pamphlets, and other printed matter, given by each, is printed as an Appendix, but several donations are worthy of special notice. Mrs. R. Anne Nichols and Miss Caroline Coddington Thayer, sisters of the late Eliza R. Thayer, allow no year to pass without making large additions to what is now known as the Thayer Collection, the former having given the last year 71 volumes, many of which are costly art collections; and the latter, 55 volumes of a similar character. Sixty volumes given by William P. Upham, Esq., are of great value. They comprise about 300 pamphlets of the period of the English Commonwealth, collected by his father, the late Rev. Charles W. Upham, for historical purposes. Senator Hoar has supplied an important lack in the Library of 13 volumes of the *Journal of the Executive Proceedings of the Senate of the United States*, from 1829 to 1869. The most interesting single volume received by gift is that added by Dr. James R. Chadwick, containing 25 numbers of the rare "*Independent Reflector*," published in New York in 1753. Mrs. Gilbert, the widow of the late John Gibbs Gilbert, has given 680 volumes, and 468 pamphlets of dramatic literature collected by her husband. Many of these are rare single plays, and nearly all those used by her husband, with manuscript notes, casts, and other memoranda, showing alterations to adapt them to the stage.

The late J. Ingersoll Bowditch, who, for many years, gave annually \$500 for the increase of the Bowditch library of mathematical works, by his will created a fund of \$10,000, which will annually yield a sum sufficient to purchase current publications, and occasionally rare old works that come upon the market.

OPENING BATES HALL EVENINGS.

The time having arrived when, in the judgment of the Trustees, the experiment of opening Bates Hall during the evening might be fairly tried, and the City Council having provided for the cost of the same, on the 16th of Decem-

ber, for the first time, the doors were not closed until 9 o'clock P.M.

The experiment thus far fully equals expectation. From the opening to the time of the present writing, January 20, the number of books loaned averages 56 volumes; read on green slips, 145; and the average attendance of readers, 126. Of this latter class the proportion of nominal readers — that is, those who seek the Library because it is light, warm, and comfortable — is about the same as during the day; but of the others, the greater part, judging from the works loaned, or read in the Hall, are more earnest in their purpose than those who come hither during the day. Thus far the Hall has been in charge of those who have constant employment during the day, and this service may be continued some time longer, perhaps, without serious consequences. But if the Hall is to be kept open evenings permanently, it will be necessary to employ and train a separate force for that service.

THE CATALOGUE DEPARTMENT.

Mr. Whitney reports that during the past year 32,337 volumes and pamphlets have been catalogued. Ninety-three thousand four hundred and eight cards, properly superscribed, have been placed in the Card Catalogue drawers at the Central library and Branch libraries. The Bulletin has been published, containing the titles of new books added to the Library. A new supplementary catalogue of the East Boston Branch library is ready for the press, and one for the South Boston Branch partly prepared. The time of one person has been given to the preparation of a new Catalogue of history, biography, and travel for the Lower Hall of the Central library, which is as yet incomplete.

The Index of articles upon American local history in historical collections, which has appeared in successive numbers of the Bulletin, is finished, and has been published separately. A new Hand-book for readers is in course of preparation. The portion in type contains the new rules and regulations of the Library; a description of the catalogues; a list of books upon reading; a catalogue of the bibliographies of special subjects and library guides in the Library, and an index to the bibliographical matter which has appeared in library catalogues and in periodicals. This Hand-book will also contain a new catalogue of the Indexes to periodicals in this Library, both those analyzed in Poole's Index, and also those in foreign languages, and those of a scientific and technical character, with other matter.

Work is in progress on a Card Catalogue of English topo-

graphical literature, which already includes about three thousand titles. This may be printed in book form. Additions have been made to the special card catalogues of the United States documents, the Bowditch collection of mathematical works, and Ticknor collection of Spanish books. A catalogue of the portraits in this Library already contains several thousand entries.

Members of the Catalogue Department have compared about 25,000 pamphlets with the Card Catalogue. Of these pamphlets, 15,000, not found to be duplicates, have been bound separately, and are being catalogued as fast as possible.

ALCOVES.

The increase of the Library encroaches rapidly upon the space designed for the reception of books, and has compelled resort to extraordinary means to meet the exigency; and it is apparent that serious embarrassment will come before the transfer of the collection from the present building to that now in process of erection.

CIRCULATION.

For the three hundred and two working days that the Library was open, there were issued 1,079,030 volumes to borrowers for home use, a daily average of 3,566. These figures exceed last year's by 63,183, and are the largest since 1880. There were 627,264 magazines used in the reading-rooms, nearly 50,000 more than were used last year, hitherto the year of greatest use, and nearly 76,000 more than were used in the next largest year.

MELLEN CHAMBERLAIN,

Librarian.

JANUARY 1, 1890.

REPORT OF THE CLERK OF WORKS ON THE NEW PUBLIC LIBRARY BUILDING.

FOUNDATIONS.

The foundations have been finished in the same general character as they were commenced, being very thoroughly built, and inspected by competent men.

SUPERSTRUCTURE.

Granite. The granite for the building is of very high character, being carefully selected at the quarry, and as carefully cut and laid. Any stone which has been found to be patched, cracked, or stained has been rejected and replaced by new. Great care has been taken to see that the details have been carried out. The bricks and other material have been up to the standard.

Early in the spring a new system of flooring was adopted known as the Guastavino Fire-proof system. All the floors of the ground floor, including the area outside of the building and the arcade, have been constructed on this system, as well as the lecture-hall floor, a portion of the stack floors, and of the ceiling in the main building ground floor. Tests have been made, and all floor tiles not up to the standard have been rejected. The iron beams which were obtained for the floors of the ground floor are being used for the framing above the first floor.

CONCRETING.

The floors throughout the ground floor have been levelled up with concrete made of cinders and Portland cement.

MORTAR.

The cements for all the mortar were tested for tensile strength before being accepted for use on the building.

DELAYS.

No work was done on the building from January 1 to March 11 on account of winter weather.

Further delay was caused by the substitution of granite in place of brick in the construction of the Blagden-street vesti-

bule, by the substitution of stone as the material for the Boylston-street vestibule, and by the substitution of rolled-steel columns, which had to be specially made, in place of cast-iron columns for the main building.

During the season a full-sized model of the Bates Hall ceiling has been constructed in the stack, and a full-sized model of the main cornice placed at the intended height at the corner of the building on Dartmouth and Blagden street.

Four new contracts have been entered into, viz.: With R. Guastavino, on June 25, at certain rates per foot, for building tile arches, domes, setting beams, cutting skew-backs, etc.; with Woodbury & Leighton, on July 22, for \$678,750, work and materials in the continuation of the erection of the building; with R. C. Fisher & Co., on August 21, \$18,600, for furnishing and setting Iowa marble in the entrance hall; with Batterson, See, & Eisele, on August 21, for \$69,173, for furnishing and setting Siena marble of staircase and corridor.

Special orders have been given for all changes both for additions and deductions.

CONDITION OF BUILDING AT PRESENT.

At present the outside walls of the building are on Boylston street, about 11 feet above Bates Hall floor. Those on Dartmouth street, with the exception of a portion of the front, are at the same height. On the Blagden-street side the height of the wall of the main building is about the same as Boylston street; but the rear portion is at a level with Bates Hall floor. The rear wall will average 7 feet above Bates Hall floor.

The court walls, and the rest of the interior walls, are left at the line of Bates Hall floor. The vestibule on Dartmouth street is finished, except the carving. The Blagden-street vestibule is finished, except the setting of the steps. The flooring arches are all in for the ground floor, area, and arcades, a portion of stack flooring and floor of lecture hall and one room of main building. The marble piers of entrance hall are set.

The amount of material put in the building during the year under contract dated Aug. 1, 1888, is as follows:—

Block granite	.	.	.	.	.	61,204 cu. ft.
Common brick	.	.	.	.	.	1,690 M.
Hollow “	.	.	.	.	.	159 “
Perth Amboy brick	.	.	.	.	.	20 “
Fire brick	.	.	.	.	.	3 “

Cut granite	.	.	.	.	.	31,431 cu. ft.
Iron beams	.	.	.	.	.	63 tons.
Cast-iron columns	.	.	.	.	.	167 "
" plates	.	.	.	.	.	20 "
Rolled-steel columns	.	.	.	.	.	12 "
Knoxville marble	.	.	.	.	.	3,775 cu. ft.
Gravel concrete	.	.	.	.	.	3,745 "
Cinder concrete	.	.	.	.	.	9,887 "

UNDER CONTRACT DATED JULY 22, 1889.

Common brick	.	.	.	.	.	239 M.
Hollow " "	.	.	.	.	.	25 "
Perth Amboy brick	.	.	.	.	.	8 "
Cut granite set	.	.	.	.	.	4,284 cu. ft.
Iron beams	.	.	.	.	.	4 tons.
Cast-iron plates	.	.	.	.	.	500 lbs.

UNDER CONTRACT DATED JUNE 25, 1889, WITH
R. GUASTAVINO.

Tile arches, 2 courses	.	.	.	.	12 sq. ft.
" " 3 "	.	.	.	.	14,334 "
" " 4 "	.	.	.	.	10,942 "
" " 5 "	.	.	.	.	4,213 "
" " 6 "	.	.	.	.	2,793 "
" " 10 "	.	.	.	.	380 "
Tile domes, 3 "	.	.	.	.	11,651 "
" " 4 "	.	.	.	.	3,519 "
" " 5 "	.	.	.	.	3,073 "
" " 6 "	.	.	.	.	2,475 "
Setting beams	.	.	.	.	27,244 lbs.
" minor iron-work	.	.	.	.	737 "
Cutting stone skew-backs	.	.	.	.	2,480 ft.
" brick "	.	.	.	.	690 "
Concrete	.	.	.	.	105 cu. ft.

UNDER CONTRACT WITH R. C. FISHER & Co., AUG. 21, 1889.

Marble set	.	.	.	.	.	400 cu. ft.
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FINANCIAL STATEMENT OF WORK, CONTRACT DATED
AUG. 1, 1888.

Whole amount due under contract	.	.	\$357,581 28
Deductions, work left out, no allowance agreed upon	.	\$3,365 00	
<i>Carried forward,</i>		<u>\$3,365 00</u>	<u>\$357,581 28</u>

<i>Brought forward,</i>	\$3,365 00	\$357,581 28
Deductions, work left out, allowances agreed upon .	40,496 00	
Work not completed . .	5,000 00	
Amount paid already, including January draft, 1890 .	302,662 86	
		351,523 86
Balance		<u>\$6,057 42</u>

FINANCIAL STATEMENT OF WORK ON CONTRACT, DATED
JULY 22, 1889.

Amount of contract . . .	\$678,750 00	
Additional work, mentioned in Special Orders . .	820 00	
Total		\$679,570 00

Deductions on allowances mentioned in Special Orders	\$400 00	
Deductions, amount paid, including January draft, 1890	21,119 64	
		21,519 64
Balance		<u>\$658,050 36</u>

FINANCIAL STATEMENT OF WORK ON CONTRACT, DATED
AUG. 21, 1889, WITH R. C. FISHER & Co.

Amount of contract, including additions .	\$27,791 75	
Amount paid, including January draft, 1890,	1,830 15	
Balance		<u>\$25,961 60</u>

FINANCIAL STATEMENT OF WORK ON CONTRACT, DATED
JULY 22, 1889, WITH R. GUASTAVINO.

Amount of work certified and paid, including January draft, 1890	\$21,910 76	

GENERAL FINANCIAL STATEMENT TO DEC. 31, 1889.

Amount of appropriation, May 1, 1887	.	\$368,854	89
Amount of loan authorized by statute, approved March 1, 1889		1,000,000	00
Total at disposal of Trustees.	.	\$1,368,854	89
Drafts previous to Jan. 1, 1889		\$75,126	15
Drafts from Jan. 1 to June 30, 1889		84,843	67
			159,969 82
Unexpended balance, July 1, 1889	.	\$1,208,885	07
Drafts from July 1 to Dec. 31, 1889		161,772	07
Unexpended balance		\$1,047,113	00
Amount (Dec. 31, 1889) for work contracted for, less amounts paid on account		868,133	84
Balance (Dec. 31, 1889) uncontracted for, for completion of building		\$178,979	16

APPENDIXES

TO THE

LIBRARIAN'S REPORT.

1889.

LIST OF APPENDIXES.

- I. EXTENT OF THE LIBRARY (BY YEARS).
- II. YEARLY INCREASE BY PURCHASE AND DONATION.
- III. VOLUMES IN THE SPECIAL COLLECTIONS OF BATES HALL.
- IV. VOLUMES LOCATED IN THE LOWER HALL.
- V. INCREASE OF THE SEVERAL DEPARTMENTS.
- VI. BATES HALL CLASSIFICATIONS.
- VII. LOWER HALL CLASSIFICATIONS.
- VIII. GIVERS AND AMOUNT OF GIFTS.
- IX. CIRCULATION.
- X. REGISTRATION OF APPLICANTS.
- XI. BOOKS RECOMMENDED. USE OF PATENT LIBRARY.
- XII. BATES HALL READING.
- XIII. LOWER HALL AND BRANCH READING.
- XIV. FELLOWES ATHENÆUM AND BRIGHTON READING.
- XV. PERIODICAL READING-ROOMS.
- XVI. LOSSES AND DELINQUENCIES.
- XVII. FINANCIAL STATEMENT.
- XVIII. LIBRARY FUNDS.
- XIX. LIBRARY SERVICE.
- XX. REPORT OF EXAMINATION OF THE SHELVES.
- XXI. WORK IN THE LIBRARY BINDERY.
- XXII. LIST OF EXAMINING COMMITTEES FOR THIRTY-EIGHT YEARS.
- XXIII. LIST OF TRUSTEES FOR THIRTY-EIGHT YEARS.

APPENDIX I.

EXTENT OF THE LIBRARY BY YEARS.

YEARS.		Total volumes in the Libraries.	Pamphlets added from the begin- ning.	YEARS.		Total volumes in the Libraries.	Pamphlets added from the begin- ning.
1	1852-53	9,688	961	20	1871-72	192,958	100,383
2	1853-54	16,221	3,950	21	1872-73	209,456	112,153
3	1854-55	22,617	6,507	22	1873-74	260,550	134,628
4	1855-56	28,080	12,386	23	1874-75	276,918	150,921
5	1856-57	34,896	16,053	24	1875-76	297,873	181,653
6	1857-58	70,851	17,938	25	1876-77	312,010	196,958
7	1858-59	78,043	19,255	26	1877-78	345,734	212,414
8	1859-60	85,031	20,707	27	1878-79	360,963	227,010
9	1860-61	97,386	27,381	28	1879-80	377,225	236,534
10	1861-62	105,034	28,874	29	1880-81	390,982	250,495
11	1862-63	110,563	31,043	30	1881-82	404,221	261,056
12	1863-64	116,934	31,837	31	1882-83	422,116	275,425
13	1864-65	123,016	32,553	32	1883-84	438,594	292,793
14	1865-66	130,678	36,566	33	1884-85	453,947	308,242
15	1866-67	136,080	44,443	34	1885	460,993	319,778
16	1867-68	144,092	47,254	35	1886	479,421	335,017
17	1868-69	152,796	61,177	36	1887	492,956	343,931
18	1869-70	160,573	74,770	37	1888	505,872	354,256
19	1870-71	179,250	89,746	38	1889	520,508	368,166

NOTE. — The aggregate of pamphlets “added from the beginning” includes many since bound, singly or in groups (which are now counted among volumes), and a very large number of duplicates which are thrown out and put among the pamphlets held for exchange.

VOLUMES IN LIBRARY AND BRANCHES, DEC. 31, 1889.

Central Library.	Bates Hall	315,432	East Boston	12,558
	Newspaper room	4,323	South Boston	12,973
	Duplicate room	16,233	Charlestown	26,946
	Lower Hall	44,904	Brighton	14,008
Total, Central Library .		380,892	Dorchester	15,069
Roxbury Branch.	Fellowes Athenæum . . .	15,465	South-End	10,707
	City part	15,755	Jamaica Plain	11,429
	Total, Roxbury Branch .	31,220	West Roxbury delivery	3,333
			North-End	1,403

APPENDIX II.

YEARLY INCREASE OF THE WHOLE LIBRARY BY PURCHASE AND BY GIFT.

NOTICE. — The increase of volumes is not the sum of those added by gift and purchase, etc., because lost and condemned books are deducted.

YEARS.	INCREASE.		GIFTS.		Purchases, including those charged to funds and added by exchange.		Fellowes Athenæum. ²	Givers, excluding anonymous.
	Vols.	Pamph.	Vols.	Pamph.	Vols.	Pamph. ¹	Vols.	
1852-81	395,177	251,538	143,745	178,866	250,474	67,974	7,143	12,583
1881-82	13,239	10,561	5,291	8,773	15,986	2,068	745	520
1882-83	17,895	14,369	5,340	11,844	16,222	2,525	522	575
1883-84	16,478	17,368	3,815	16,203	18,392	1,165	531	778
1884-85	15,353	15,449	2,975	10,831	17,005	4,618	457	899
1885 (eight months) .	7,046	11,536	2,518	10,690	6,749	663	231	663
1886	18,428	15,239	4,105	12,500	15,512	2,740	4,789	922
1887	18,535	8,914	3,285	8,473	15,627	441	349	980
1888	12,916	9,825	3,192	9,166	14,760	659	424	1,065
1889	14,636	14,207	4,280	14,207	18,652		420	1,075

¹ Includes pamphlets added both by purchase and exchange, as taken from the Accession catalogue.
² Included in previous columns. The volumes are not the property of the Public Library, but form a part of the Roxbury branch, by agreement.
Details for the years 1852-81 can be found in Appendix II. to the report for 1881.

APPENDIX III.

VOLUMES IN THE SPECIAL COLLECTIONS OF BATES HALL.

	1880	1881	1882	1883	1884	1885	1885 Dec. 31.	1886	1887	1888	1889
Patent library . .	3,003	3,066	3,142	3,259	3,382	3,478	3,513	3,641	3,796	3,965	4,097
Bowditch library, ¹	3,060	3,152	3,224	3,456	3,701	3,854	3,933	4,510	4,706	4,935	5,225
Parker library ¹ .	12,322	12,337	12,363	13,952	13,971	14,024	14,057	14,069	14,077	14,104	14,112
Prince library . .	2,159	2,230	2,274	2,327	2,397	2,510	2,581	2,706	2,775	2,824	2,905
Ticknor library . .	5,432	5,454	5,463	5,507	5,544	5,724	5,731	5,764	5,790	5,877	5,923
Barton library . .	14,301	14,360	13,487	13,610	13,610	13,642	13,652	13,800	13,841	13,755	13,724
Franklin library		202	240	292	357	378	382	382	403	416	427
Thayer library			893	920	1,085	1,123	1,175	1,217	1,230	1,368	1,427

¹ See Appendix VI.

APPENDIX IV.

VOLUMES LOCATED IN THE LOWER HALL.

	1880	1881	1882	1883	1884	1885	May-Dec. 1885	1886	1887	1888	1889
Reported the preceding year	36,116	36,505	37,717	37,186	38,164	39,519	40,544	40,911	41,777	43,320	44,194
Added during the year	2,483	2,376	2,576	2,378	2,716	2,099	737	1,728	2,523	2,355	2,371
Total	38,599	38,881	40,293	39,564	40,880	41,618	41,281	42,639	44,300	45,675	46,565
Books transferred to Bates Hall	14	5	3	7	4	29	26	30	7	54	52
Books transferred to Branches and Duplicate-room . . .	297	1	606		4		1				
Condemned during the year	1,783	1,153	2,498	1,393	1,353	1,045	343	832	973	1,427	1,609
Total left	36,505	37,717	37,186	38,164	39,519	40,544	40,911	41,777	43,320	44,194	44,904

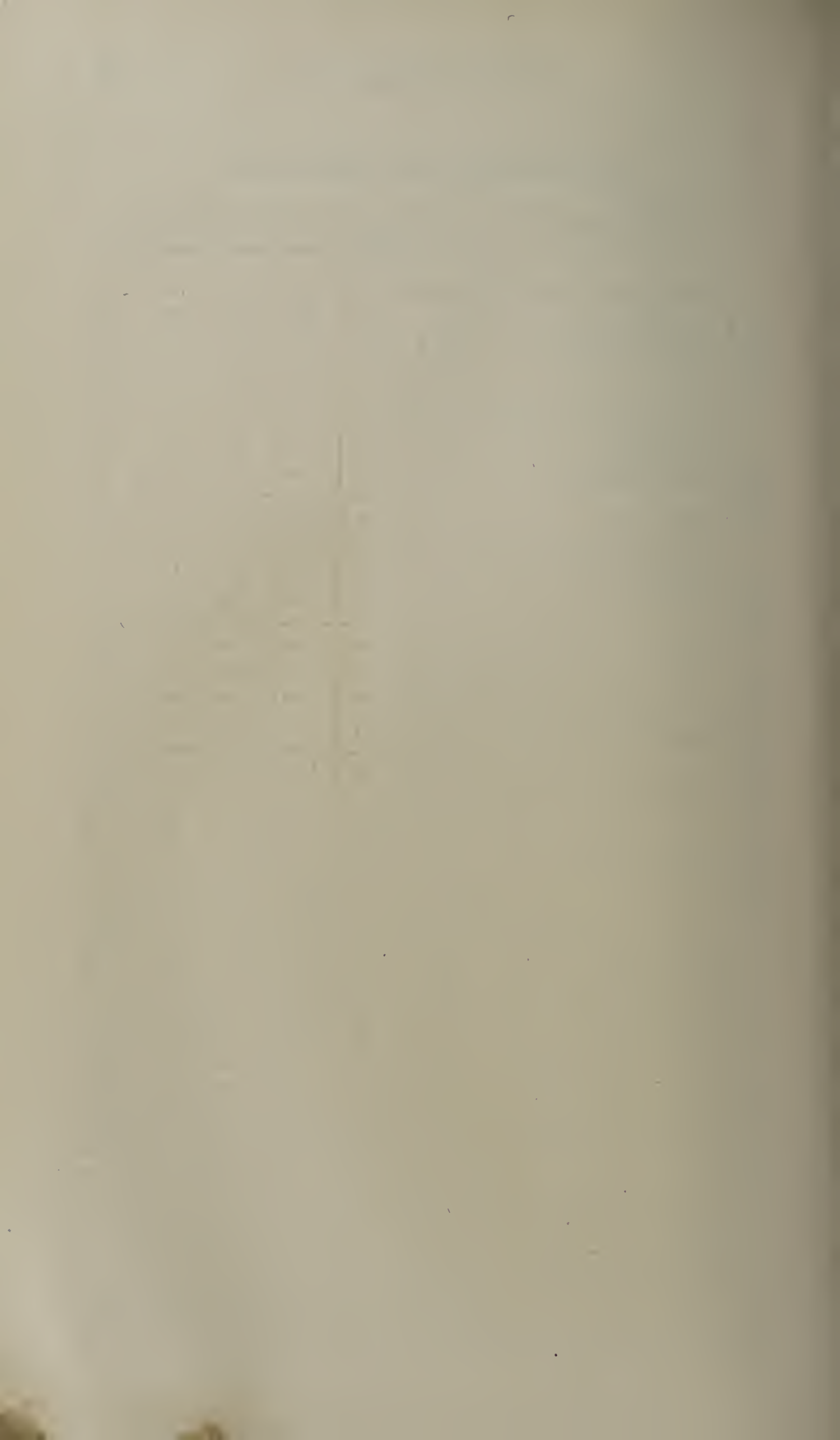
APPENDIX V.

INCREASE OF THE SEVERAL DEPARTMENTS.

		1885	1885 (8 mos.)	1886	1887	1888	1889
<i>Bates Hall.</i>	{ Gain in books	10,230	4,877	9,733	8,623	9,841	11,796
	{ Condemned and transferred . . .	15	6	12	22	155	60
	{ Net gain	10,215	4,871	9,721	8,601	9,686	11,736
<i>Lower Hall.</i>	{ Gain in books	2,099	737	1,728	2,523	2,355	2,371
	{ Condemned and transferred . . .	1,074	370	862	980	1,481	1,661
	{ Net gain	1,025	367	866	1,543	874	710
<i>Newspaper Room.</i>	{ Gain in books	258	11	158	70	47	121
	{ Less loss . . . . .	.....	.....	.....	.....	.....	.....
	{ Net gain	258	11	158	70	47	121
<i>Duplicate Room.</i>	{ Gain by addition	420	651	1,026	892	828	788
	{ Less loss by exchanges, etc. . . .	211	274	1,095	349	880	458
	{ Net gain	209	377	.....	443	.....	330
	{ Loss . . . . .	.....	.....	59	.....	52	.....
<i>East Boston branch.</i>	{ Gain in books	585	233	567	459	403	387
	{ Condemned and lost	288	148	331	301	233	324
	{ Net gain	297	85	236	158	170	63
<i>South Boston branch.</i>	{ Gain in books	935	520	1,052	951	859	772
	{ Condemned and lost	537	408	749	641	575	613
	{ Net gain	398	112	303	310	284	159
<i>Roxbury branch.</i>	{ Gain in city part	908	495	820	886	913	754
	{ Condemned and lost	540	373	458	624	633	555
	{ Net gain	368	122	362	262	280	199
	{ Fellowes Athenæum. (Net gain.)	447	209	4,748	358	390	397
	{ Total gain	815	331	5,110	620	670	596

APPENDIX V. — *Concluded.*

	1885	1885 (8 mos.)	1886	1887	1888	1889
<i>Charlestown branch.</i>						
{ Gain in books	1,285	549	1,352	1,223	496	400
{ Condemned and lost	513	206	672	780	351	470
{ Net gain	772	343	680	443	145	loss 70
<i>Brighton branch.</i>						
{ Gain in books	142	88	251	262	181	186
{ Condemned and lost	60	24	65	116	135	56
{ Net gain	82	64	186	146	46	130
<i>Dorchester branch.</i>						
{ Gain in books	1,120	475	908	988	957	459
{ Condemned and lost	664	199	318	442	534	150
{ Net gain	456	276	590	546	423	309
<i>Jamaica Plain branch.</i>						
{ Gain in books	569	268	626	564	590	510
{ Condemned and lost	124	101	271	147	255	216
{ Net gain	445	167	355	417	335	294
<i>South-End branch.</i>						
{ Gain in books	400	252	393	362	538	527
{ Condemned and lost	441	232	419	158	278	279
{ Net gain	loss 41	20	loss 26	204	260	248
<i>Total increase.</i>						
{ Bates Hall gain	10,215	4,871	9,721	8,601	9,686	11,736
{ Lower Hall gain	1,025	367	866	1,543	874	710
{ Newspaper-room gain	258	11	158	70	47	121
{ Duplicate-room gain	209	377	loss 59	443	loss 52	330
{ East Boston branch gain	297	85	236	158	170	63
{ South Boston branch gain	398	112	303	310	284	159
{ Roxbury branch gain	368	122	362	262	280	199
{ Fellowes Athenæum gain	447	209	4,748	358	390	397
{ Charlestown branch gain	772	343	680	443	145	loss 70
{ Brighton branch gain	82	64	186	146	46	130
{ Dorchester branch gain	456	276	590	546	423	309
{ Jamaica Plain branch gain	445	167	355	417	335	294
{ South-End branch gain	loss 41	20	loss 26	204	260	248
{ West Roxbury branch gain	11	10	13	25	20	6
{ North-End branch gain	411	12	295	9	8	4
{ Total gain	15,353	7,046	18,428	13,535	12,916	14,636



APPENDIX VII.

LOWER HALL CLASSIFICATIONS.

CLASSES.	1888.	1889.				To be de- ducted.		Total in L. H. Dec. 31, 1889.
	Total Dec. 31.	New books added.	Duplicates added.	Condemned books replaced.	Total added.	Transferred to B. H. & Duplicate-room.	Condemned.	
Theology, moral and intellectual sci- ence, etc.	2,167	30	. .	2	32	4	8	2,187
Jurisprudence and political science . .	511	21	4	. . .	25	. .	2	534
Medicine, mathematics, physics, or natural science	3,111	71	3	19	93	. .	21	3,183.
Useful and fine arts, military and naval science	1,167	11	2	7	20	. .	15	1,172
American history and politics	1,469	30	5	17	52	3	19	1,499
Foreign history and politics	1,769	21	6	9	36	1	16	1,788
Poetry, drama, oratory, rhetoric . . .	3,711	80	5	7	92	. .	40	3,763
English prose fiction, including juve- nile fiction and other juvenile books .	16,126	379	290	852	1,521	3	1,313	16,331
Biography	3,294	64	13	16	93	3	23	3,361
Travels	2,864	40	9	12	61	16	17	2,892
Libraries, collections, periodicals, etc.*	4,408	83	96	16	195	2	76	4,525
German books	1,736	74	8	24	106	20	33	1,789
Italian books	155	1	. .	. . .	1	. .	2	154
French books	1,252	18	1	18	37	. .	24	1,265
Spanish books	7	. . .	. .	. . .	. . .	. . .	. . .	7
Books of reference	447	7	. .	. . .	7	. . .	. . .	454
Extent of L. H. collection	44,194	930	442	999	2,371	52	1,609	44,904

Reported last year 44,194

Gain in 1889 710

* This class, embracing sets like Bohn's "Libraries," etc., includes many books, of course, which, in a minute classification, would have been divided among all the previous heads of this table.

NOTE. — The column of "Condemned books replaced" includes books condemned in previous years as well as in the year just ended. The column "Total added" shows the number of volumes as put upon the shelves, counting as one those bound two volumes in one, etc.

APPENDIX VIII.

GIFTS, JANUARY 1, 1889, TO DECEMBER 31, 1889.

Givers.	.	.	.	.	.	.	.	.	.	1,075
Volumes	.	.	.	.	.	.	.	.	.	4,281
Pamphlets	.	.	.	.	.	.	.	.	.	14,207

GIVERS.	Vols.	Pphs.
Abbott, S. A. B. 5 maps	43	137
Académie Royale des Sciences de Lisbonne, <i>Portugal</i> .	1	
Actors' Fund of America, <i>New York City</i>		1
Adams, Charles Francis		9
Adams, George, <i>Watertown, N. Y.</i>	1	
Adams, John C., <i>Hopkinton</i>		1
Adams Nervine Asylum		1
Agricultural and Mechanical College, <i>Auburn, Ala.</i> . .		17
Alabama State Bar Association		1
Albany Bureau Statistics of Labor, <i>Albany, N. Y.</i> . .	1	
Albany Medical College, <i>Albany, N. Y.</i>		1
—— Law School, <i>Albany, N. Y.</i>		1
Albree, John, jr.	2	
Allen, Edward G., <i>London, Eng.</i>	1	
Allen, J. M., <i>Hartford, Conn.</i>	1	
Allison, H. E., <i>Willard, N. Y.</i>	1	1
Amee, Wm. Albert, <i>Cambridge</i>		8
American Academy of Arts and Sciences		1
American Antiquarian Society, <i>Worcester</i> , lot of old newspapers		16
American Association for the Advancement of Physical Education, <i>New Haven, Conn.</i>		1
American Association for the Advancement of Science, <i>Salem</i>	1	
American Baptist Home Missionary Society, <i>New York City</i>		5
American Bar Association	1	
American Bible Society		1
American Chemical Society, <i>New York City</i>	2	
American Colonization Society, <i>Washington, D. C.</i> . .		3
American Congregational Association		1
American Economic Association		1
American Federation of Labor, <i>New York City</i> . . .		1
American Geographical Society, <i>New York City</i> . . .	1	
American Home Missionary Society		2
American Institute of Architects		2
American Institute of Electrical Engineers, <i>New York City</i> ,		1
American Institute of Homœopathy, <i>Philadelphia, Pa.</i> .	1	
American Institute of Mining Engineers, <i>New York City</i> .	1	
American Iron and Steel Association, <i>Philadelphia, Pa.</i> .	1	3
American Missionary Association	1	4
American New Church Tract and Publication Society, <i>Philadelphia, Pa.</i>		1

GIVERS.	Vols.	Pphs.
American Numismatic and Archæological Society of New York, <i>New York City</i>		1
American Pharmaceutical Association, <i>Philadelphia, Pa.</i>	1	
American Philosophical Society, <i>Philadelphia, Pa.</i>	1	4
American Society of Civil Engineers, <i>New York City</i>	4	3
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American Surgical Association, <i>Philadelphia, Pa.</i>	2	
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Amory, Robert	1	
Anagnos, M.	8	1,425
Andover Theological Seminary		2
Anonymous 1 newspaper	32	281
Appleton, Wm. S. 2 portraits	1	
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Davit, O. S., <i>Topeka, Kan.</i>		1
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Universalist Publishing House	1	
Universalist Sabbath School Union, <i>Cambridgeport</i>		1
University of California, <i>Berkeley, Cal.</i>		7
University of Deseret, <i>Salt Lake City, Utah</i>	1	
University of Kansas, <i>Lawrence, Kan.</i>		6
University of Lyons, <i>France</i>		2
University of Michigan, <i>Ann Arbor, Mich.</i>		3
University of Nebraska, <i>Lincoln, Neb.</i>		2
University of Rochester, <i>Rochester, N. Y.</i>		2
University of Vermont, <i>Burlington, Vt.</i>		2
University of Wisconsin, <i>Madison, Wis.</i>		3
Upham, Warren, <i>Somerville</i>		3
Upham, William P., <i>Newtonville</i>	60	
Upton, Irving S., <i>New Brunswick, N.J.</i>		2
Upton, Winslow, <i>Providence, R.I.</i>		2
Van Bibber, W. C., <i>Baltimore, Md.</i>		1
Van Sieten, G. W., <i>New York City</i>	1	
Vassar College, <i>Poughkeepsie, N. Y.</i>		4
Venable, W. H., <i>Cincinnati, Ohio</i>		1
Vermont State Library	15	7
Victoria, <i>Australia</i> , Patent Office	3	
Victoria Public Library and Museums	4	
Victoria Street and International Society for the Protec- tion of Animals from Vivisection, <i>London, England</i>		1
Vinton, Alex. H., <i>Worcester</i>		1
Virginia Military Institute, <i>Lexington, Va.</i>		3
Vose, George L.	2	
Waddie, John, <i>London, England</i>	1	
Wade, Levi C.	1	2
Walker, Benjamin, <i>Lowell</i>	1	
Walker, Joseph B., <i>Concord, N.H.</i>	2	
Walton, J. P.		1
Ward, Lester F., <i>Washington, D.C.</i>		1
Ware, William, & Co.		2
Warren, Mrs. S. W.		1
Warren, Henry C.	17	
Warren, J. Collins		1
Warren, Joseph W.	6	535
Warren, Winslow, <i>Dedham</i>		1
Warren-Street Chapel		1
Washburn College, <i>Topeka, Kan.</i>		7
Washington and Lee University, <i>Lexington, Va.</i>	1	1
Washingtonian Home		1
Waterhouse, Sylvester, <i>St. Louis, Mo.</i>		5
Waterman, Dexter, <i>Carroll, N.H.</i>		1
Waters, Henry F., <i>Salem</i>		1
Weeks, Robert D., <i>Newark, N.J.</i>		2
Weeks, Stephen B., <i>Chapel Hill, N.C.</i>	1	
Welch, Edward H., <i>Washington, D.C.</i>		1
Wells Memorial Association		4
Wenham, Town of		1
Wesley, William, & Son, <i>London, England</i>		30
West End Street Railway Company	1	2

GIVERS.	Vols.	Pphs.
West Virginia University, <i>Morgantown</i>		1
Westborough Insane Hospital, <i>Westborough</i>		1
Western Reserve Historical Society, <i>Cleveland, O.</i>	1	
Westinghouse Electric Co.	2	
Wheildon, W. W., <i>Concord</i>	5	
Whiston, Edward A.		1
Whitcher, W. F.		201
Whitcomb, William F.	1	
White, Emerson E., <i>Cincinnati, O.</i>	1	
Whitmore, W. H. 5 newspapers, 15 broadsides	9	
Whitney, Henry M., <i>Beloit, Wis.</i>	1	1
Whitney, James L. 5 newspapers, 4 broadsides	1	33
Whitney, J. D., <i>Cambridge</i>	1	
Whitney, Solon F., <i>Watertown</i>		1
Whittemore, B. B. and F. P., <i>Nashua, N.H.</i>	1	
Wiggin, Joseph F., <i>Malden</i>	1	
Wilder, Edward B.	2	
Wilder, Henry A., <i>Malden</i>	1	
Willard, Miss Frances E., <i>Evanston, Ill.</i>	1	
Williams, J. Fletcher, <i>St. Paul, Minn.</i>	1	2
Williams, Rufus P.	2	
Wilmington Institute, <i>Wilmington, Del.</i>		1
Wilson, William B., <i>Philadelphia, Pa.</i>		2
Winchester Public Library		1
Winn, Henry	1	
Winsor, Justin, <i>Cambridge</i> 1 portrait		4
Winthrop, Robert C.		3
Wisconsin Historical Society	1	1
—— School for the Blind, <i>Jonesville, Wis.</i>		1
Woburn Public Library		3
Woman's Medical College of Pennsylvania, <i>Philadelphia</i> , <i>New York City</i>		1
Woman's Medical College of the New York Infirmary, <i>New York City</i>		3
Woman's Temperance Publication Association, <i>Chicago</i> , <i>Ill.</i> 3 newspapers		
Women's Anthropological Society of America, <i>Washington, D.C.</i>		1
Wood, Henry		1
Wood, Will C.	2	1
Woodbridge, W. E., <i>Washington, D.C.</i>		1
Woodfin, John N., <i>Rutland, Vt.</i>		1
Woodruff, Edwin H., <i>Ithaca, N.Y.</i>		1
Woolson, Mrs. Abba Goold	1	
Worcester Free Public Library		6
—— Polytechnic Institute		2
Worcester, Rev. William, <i>Philadelphia, Pa.</i>	2	
Wright, Edwin		2
Wright, Stephen M., <i>New York City</i>		1
Wyman, Morrill, <i>Cambridge</i>	1	
Wynkoop, R., <i>Brooklyn, N.Y.</i>	1	
Yale College, <i>New Haven, Conn.</i>		2
Yale College Observatory, <i>New Haven, Conn.</i>	1	
Yates, James, <i>Leeds, England</i>		1
Young, George sheet of scrip		
Young Men's Association for Mutual Improvement, <i>Albany</i> , <i>N.Y.</i>		1
Young Men's Christian Association, <i>New York City</i>		1
Young Men's Christian Association, <i>Worcester</i>		1
Young Men's Democratic Club		2
Zabriskie, Andrew C., <i>New York City</i>		1

APPENDIX X.
REGISTRATION.

The first registration, 1854-58, had 17,066 names; the second, 1859-67, had 52,829 names; the third, 1868 to April 30, 1886, had 227,581 names.	I. Applications.					II. Applications sent to police for verification.					III. Cards refused (mostly because applicants were non-residents or under age).					IV. Cards not called for during the year.					Totals of fourth registration to Jan. 1, 1890
	1885 (8 mos.)	1886	1887	1888	1889	1885 (8 mos.)	1886	1887	1888	1889	1885 (8 mos.)	1886	1887	1888	1889	1885 (8 mos.)	1886	1887	1888	1889	
Central Library	3,010	8,997	9,733	7,752	7,133	1,980	2,239	3,340	3,691	3,655	64	207	18	24	17	157	240	339	484	432	33,615
East Boston branch	411	1,307	1,117	877	1,065	340	536	526	530	949	7	8	13	17	26	11	25	10	14	12	4,366
South Boston branch	588	1,862	1,781	1,395	2,156	54	46	20	28	76	10	3	5	9	.	18	28	71	70	77	7,194
Roxbury branch	530	1,372	1,585	1,260	1,769	4	2	1	1	.	.	1	.	1	1	32	32	20	31	30	5,986
Charlestown branch	387	630	1,623	860	762	.	291	340	386	403	8	12	.	.	.	14	26	17	18	19	3,875
Brighton branch	100	323	365	270	277	.	.	.	.	.	.	.	.	.	.	.	3	9	12	7	1,235
Dorchester branch	348	1,405	1,231	815	1,005	.	328	294	352	626	1	1	6	.	4	19	14	17	19	14	4,456
South-End branch	637	1,484	1,511	1,040	1,740	.	.	.	.	.	.	2	3	4	3	.	5	48	50	56	5,775
Jamaica Plain branch	349	874	926	705	892	.	.	.	.	.	.	5	.	.	.	7	26	15	7	28	3,397
North-End branch	57	.	.	.	.	57	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Totals	6,417	18,254	19,872	14,974	16,799	2,435	3,442	4,521	4,988	5,709	90	239	45	55	51	258	399	546	705	675	69,899

¹ Since May 1, 1886, the North-End branch registration figures have been included in those of the Central library.

APPENDIX XI.

BOOKS RECOMMENDED, USE OF PATENT-ROOM, AND TOSTI ENGRAVINGS.

YEARS.	BOOKS RECOMMENDED.			USE OF PATENTS.			USE OF TOSTI ENGRAVINGS.				
	Total recommended.		Total.	Persons.			Citizens.		Strangers.		Total.
	English.	Foreign.		Citizens.	Non-Residents.	Total.	Gentlemen.	Ladies.	Gentlemen.	Ladies.	
1881	1,521	485	2,006	2,469	1,058	3,527	14	12	27	94	147
1882	1,630	595	2,223	2,667	901	3,568	10	19	16	59	104
1883	1,592	841	2,433	2,685	1,060	3,745	13	28	16	57	114
1884	1,744	1,005	2,749	2,645	869	3,514	8	34	7	26	75
1885	1,542	530	2,072	1,997	872	2,869	6	32	12	41	91
1885 (8 months)	533	107	660	1,139	608	1,747	13	16	6	27	62
1886	2,361	590	2,951	2,421	937	3,358	10	19	18	62	109
1887	1,705	388	2,093	2,114	875	2,989	4	20	7	23	54
1888	870	266	1,136	1,858	815	2,673	8	24	6	23	61
1889	3,181	1,516	4,697	2,087	917	3,004	2	4	9	32	47

The largest number of persons consulting patents in one day in 1889 was 24, on the 28th day of April.

Patents.—The American, French, German, and British patents are in the Patent-room under charge of a Curator.

The Tosti Engravings.—They can be seen every morning from 9 to 12, by applying at the Bates Hall delivery desk.

APPENDIX XII.

BATES-HALL READING.

CLASSIFICATION.	PERCENTAGE OF USE.										
	1880	1881	1882	1883	1884	1885	1885 (8 mos.)	1886	1887	1888	1889
English history, topography, biography, travel, and polite literature	13.2	13.1	12.3	12.0	11.8	11.8	11.8	12.1	13.45	12.7	12.45
American (North and South) history, etc.	11.8	11.1	12.2	12.4	11.3	10.6	12.82	13.27	12.72	12.32	13.68
French history, etc.	6.1	5.8	5.3	4.6	5.2	5.1	5.16	5.4	5.4	4.7	5.11
German history, etc.	3.4	3.9	3.9	3.9	3.8	4.5	4.09	4.01	3.78	3.4	3.81
Italian history, etc.	1.5	1.8	1.6	1.6	1.6	1.6	1.72	1.09	1.46	1.63	1.62
Spanish history, etc.	..	..	..	..	..	..	.81	.71	.69	.73	.67
Oriental history, etc.	..	..	..	..	..	..	4.8	4.59	4.94	5.9	4.09
General history	3.3	3.3	3.6	3.5	3.5	3.	3.19	3.07	3.11	4.31	3.64
Greek, Latin, and philology .	3.5	3.6	3.9	3.3	3.5	2.9	3.03	2.62	2.7	3.55	3.18
Bibliography	1.2	1.5	1.6	1.6	1.9	1.5	1.5	1.31	1.14	1.21	1.21
Periodicals and transactions .	..	..	..	..	..	..	5.08	6.34	6.00	5.54	5.61
Fine arts	8.9	8.7	8.5	8.4	8.3	8.	7.4	7.75	7.21	6.74	7.32
Natural history and science .	3.8	3.7	3.6	3.8	3.9	3.5	3.6	3.19	3.16	2.86	3.03
Theology, ecclesiastical history	..	..	..	..	..	..	6.9	6.57	6.08	8.56	7.25
Medicine	7.3	7.0	6.6	6.4	7.0	6.8	6.5	5.49	5.55	5.09	5.51
Law	..	..	..	..	..	..	1.52	1.47	1.55	1.15	1.41
Useful arts	..	..	..	..	..	..	5.3	4.52	4.23	4.01	4.30
Metaphysics and social science, .	..	..	..	..	..	..	4.59	5.18	5.63	5.13	5.57
Political economy	..	..	..	..	..	..	1.07	.96	1.13	.86	1.04
Mathematics and physical science	..	..	..	..	..	..	5.87	6.00	5.66	5.74	5.78
Miscellaneous	..	..	..	..	..	..	3.6	3.43	3.53	3.9	3.79

In May, 1885, a change was made in the classification, some classes being divided, others modified. Hence, in about half the classes, no comparison can be made with former years.



APPENDIX XIV.

FELLOWES ATHENÆUM READING.

Class No.	CLASSES. Relative percentages.	1881	1882	1883	1884	1885	1885 (8 mos.)	1886	1887	1888	1889
I.	History, biography, and travels	33	42	44	46	39	40	42	40	41	41
II.	Modern foreign languages,	13	11	6	6	4	3	5	6	6	5
III.	Periodicals	4	4	5	4	6	4	4	5	5	5
IV.	Miscellaneous literature . .	11	10	11	10	13	14	16	14	14	19
V.	Theology, sociology, ethics,	9	} 28	6	7	8	8	6	6	7	7
VI.	Medicine	2		2	1	2	1	1	1	1	1
VII.	Classics	4		4	4	4	5	4	4	4	4
VIII.	Fine arts, engineering . . .	6		6	7	5	6	5	5	6	6
IX.	Law, politics, government,	2	}	2	2	1	1	1	1	1	1
X.	Mathematics, science . . .	11		10	9	10	11	9	10	8	7
XI.	Fiction	5		4	4	8	7	7	8	7	7

BRIGHTON BRANCH READING.

Class No.	CLASSES. Relative percentages.	1881	1882	1883	1884	1885	1885 (8 mos.)	1886	1887	1888	1889
I.	Fiction	76	73	74	73	73	72	73	73	72	70
II.	Biography, travel, and history	7	8	9	10	10	10	10	10	9	10
III.	Other	17	19	17	17	17	18	17	17	19	20

APPENDIX XV.

PERIODICAL READING-ROOMS.

PERIODICALS.	1889.										Total.
	Cen'l.*	E. B.	S. B.	Rox.	Ch'n.	S. E.	Bri.	Dor.	J. Pl.	N. E.	L. M.
BY LANGUAGES.											
		330	56	71	70	27	40	46	39	28	47
	English	330	56	71	70	27	40	46	39	28	47
	French	35	...	2	...	...	...	...	...	...	...
	German	41	...	2	...	...	...	...	...	...	...
Totals											
		411	58	73	70	27	40	46	39	30	47
	Totals	411	58	73	70	27	40	46	39	30	47
	Duplicates	49	6	2	...	4	...	...	...	...	9
	Grand Totals . . .	460	64	75	70	31	40	46	39	30	56
STATISTICS OF USE.											
Number of days open, ...											
Total readers											
Daily average readers, ...											
Magazines read, total, ...											
Magazines read, daily average											
Readers of reference books											
Average issue per Sunday †											

*Transactions of learned societies and costly journals, kept in Bates Hall, are not included in this count, but they are all embraced — if currently received — in the Periodical list issued by the Library.

† Central Library only. The circulation of periodicals in branch libraries has not been sufficient to warrant opening the reading-rooms on Sundays.

‡ No true general average can be given, because the reading-rooms are open a different number of days during the year.

NOTE. — The use of newspapers at the Charlestown branch is not included, but the number of readers of them is.

APPENDIX XVI.

LOSSES, DELINQUENCIES, ETC., IN BOOKS LOANED.

Class No.	CLASSES.	1889.										
		B. H.	L. H.	E. B.	S. B.	Rox.	Ch'n.	Bri.	Dor.	S. E.	J. P.	Total.
I.	Books finable	7,383	14,030	3,265	4,272	5,566	3,541	1,364	3,914	1,991	3,617	48,943
II.	Mail notices	2,242	3,912	675	1,390	1,115	895	333	687	1,498	609	13,356
III.	Books sent for by messenger	151	345	43	59	61	29	4	57	22	18	789
IV.	Books condemned	16	1,458	324	612	605	467	56	178	271	216	4,203
V.	Books covered		46,271	37,986	34,828	35,231	11,336	2,471	21,408	10,679	18,148	218,358
VI.	Books loaned finally given up as lost	9	23	1	1	3	2		1	4		44

1880-81. — Of 1,065,181 volumes delivered to borrowers, one in 12,104 was lost.
1881-82. — Of 1,040,553 “ “ 16,008 “
1882-83. — Of 1,045,902 “ “ 13,074 “
1883-84. — Of 1,056,906 “ “ 18,222 “
1884-85. — Of 1,027,393 “ “ 16,571 “
1885. — Of 602,431 “ “ 10,211 “
1886. — Of 958,629 “ “ 17,118 “
1887. — Of 934,593 “ “ 19,073 “
1888. — Of 1,013,847 “ “ 22,530 “
1889. — Of 1,772,487 “ “ 40,284 “

APPENDIX XVII.

FINANCIAL STATEMENT.

GENERAL LIBRARY ACCOUNTS.	1889.	Received from fines and sales of catalogues.	
	Expended.	Year.	Amount.
Binding materials	\$1,166 32	1877	\$3,092 12
Binding books	3,203 61	1878	3,266 31
Books	22,216 91	1879	2,618 32
Periodicals *	4,171 11	1880	2,984 12
Expense	2,768 74	1881	3,497 03
Fuel	3,108 95	1882	2,945 74
Furniture, etc.	2,313 66	1883	3,223 14
Gas	4,091 65	1884	3,018 01
Printing and cataloguing	6,068 53	1885	2,952 86
Stationery	1,605 17	1885	1,965 51
Salaries	80,886 76	(8 mos.)	
Transportation, postage, etc.	2,546 37	1886	3,000 00
Rents	5,562 00	1887	3,021 20
Repairs	2,087 83	1888	3,192 76
Electric lighting	2,685 49		
Mt. Bowdoin delivery	994 47	1889	3,215 42
Total	\$145,477 57		

NOTE.— The expenditures for books cover the cost of those chargeable to the trust-funds account, as well as those charged to the annual appropriations from the city, and also include such as are bought with the balances with the foreign agents at the close of the previous year.

The cost of maintaining a branch after the first year makes part of the general items of the several appropriations.

Before June 10, 1887, the amount received from fines and sales of catalogues was paid into the City Treasury; at that date an ordinance of the city went into effect, which authorizes the trustees to retain this money and expend it for the general purposes of the Library.

APPENDIX XIX.

LIBRARY SERVICE.

(Dec. 31, 1889.)

Department.	NAME.	Entered service.	Position, duties, etc.	On regular service.	On time and extra service.	Total employed.
<i>Executive Department.</i>	MELLEN CHAMBERLAIN .	1878	Librarian and Clerk of the corporation	1	..	..
	James L. Whitney	1869	Principal Assistant Librarian . .	..	..	..
	José F. Carret	1875	Registrar and Curator of Patents and Engravings	1	..	..
	Appleton P. C. Griffin . .	1865	Custodian of Building.	..	..	..
	Louis F. Gray	1880	Office Secretary; Asst. Clerk of the corporation; Inspector of Bindings; Statistician.	1	..	..
	Adélaide A. Nichols . . .	1868	Auditor and Cashier	1	..	..
	Effie L. Gibbs	1888	Stenographer and Typewriter .	1	..	..
	John J. Keenan	1885	Asst. Office Secretary	1	..	..
	Edward T. Daley	1888	Librarian's Runner	1	..	..
	Total	..	..	7	..	7
<i>Catalogue Department.</i>	JAMES L. WHITNEY . . .	1869	Principal of the department . .	1	..	..
	José F. Carret	1875	Reviser	..	..	..
	Lindsay Swift	1878	Assistant	1	..	..
	Arthur J. Knowles	1888	Assistant	1	..	..
	Elizabeth T. Reed	1873	Assistant	1	..	..
	Carrie K. Burnell	1881	Assistant	1	..	..
	Annie C. Miller	1881	Assistant	1	..	..
	Ida W. Gould	1884	Assistant in Patent-room, etc. .	1	..	..
	Mary H. Rollins	1886	Assistant	1	..	..
	Anna C. D. Keen	1887	Assistant	1	..	..
	Dora L. Cutler	1887	Assistant	1	..	..
	Lillian F. Seaver	1888	Assistant	1	..	..
	Julia C. Twickler	1882	Assistant	1	..	..
	<i>Card Catalogues.</i>					
	Edward B. Hunt	1883	Curator of officers' card catalog.	1	..	..
	Alice Browne	1883	Assistant	1	..	..
	Henry D. Gray	1888	Runner	1	..	..
	Total	..	..	15	..	15

LIBRARY SERVICE. — *Continued.*

Department.	NAME.	Entered service.	Position, duties, etc.	On regular service.	On time and extra service.	Total employed.
<i>Purchase and Entry Department.</i>	HARRIET N. PIKE	1867	Chief Clerk	1	..	..
	Edith D. Fuller	1879	Associate Clerk	1	..	..
	Theodocia F. Macurdy . .	1889	Assistant Clerk	1	..	..
	Mary A. McGrath	1868	Assistant	1	..	..
	Michael F. Melledy	1887	Runner	1	..	..
	Daniel F. Mahoney	1887	Runner	1	..	..
	Total	..	..	6	..	6
<i>Shelf Department.</i>	APPLETON P. C. GRIFFIN,	1865	Custodian	1	..	..
	William Roffe	1881	Ass't in charge of repairs, etc. . .	1	..	..
	William Walsh	1888	Assistant	1	..	..
	George F. Remlinger . . .	1889	Assistant	1	..	..
	William E. Fallon	1889	Assistant	1	..	..
	Matthew T. Keenan	1886	Runner	1	..	..
	Total	..	..	6	..	6
<i>Bates Hall.</i>	ARTHUR MASON KNAPP .	1875	Librarian of Bates Hall	1	..	..
	Lydia F. Knowles	1867	Delivery Clerk	1	..	..
	Louise A. Twickler	1881	Receiving Clerk	1	..	..
	Agnes C. Doyle	1885	Assistant	1	..	..
	Alice M. Putnam	1886	Assistant	1	..	..
	William H. Harvey	1888	Runner	1	..	..
	Martin J. Conroy	1888	Runner	1	..	..
	William S. Clarke	1889	Runner	1	..	..
	Daniel W. McNiven	1889	Runner	1	..	..
	George V. Mooney	1889	Runner	1	..	..
<i>Evening Service.</i>						
Total				10	..	10
<i>Lower Hall.</i>	EDWARD TIFFANY	1878	Librarian of Lower Hall	1	..	..
	Mary A. Jenkins	1877	Assistant Librarian	1	..	..
	Frank C. Blaisdell	1876	Curator of Lower Hall card catalogue	1	..	..
	Edwin F. Rice	1885	Clerk for registration and fines .	1	..	..
	Caroline E. J. Porée . . .	1859	Reading-room Clerk	1	..	..
	Sarah A. Mack	1863	Delivery Clerk	1	..	..
	Eliza J. Mack	1863	Receiving Clerk	1	..	..
	Annie G. Shea	1874	Assistant	1	..	..

LIBRARY SERVICE. — *Continued.*

Department.	NAME.	Entered service.	Positions, duties, etc.	On regular service.	On time and extra service.	Total employed.
<i>Lower Hall.</i>	Mary C. Sheridan	1880	Assistant	1	..	..
	Rebecca J. Briggs	1881	Assistant	1	..	..
	Agnes M. Murray	1885	Assistant	1	..	..
	Elinor S. Briggs	1885	Assistant	1	..	..
	Ella K. Murray	1886	Assistant	1	..	..
	Nellie M. Riley	1888	Assistant	1	..	..
	Annie G. Murphy	1888	Assistant	1	..	..
	<i>Evening Service.</i>					
	Fred W. Blaisdell	1886	Registration Clerk and Sunday service	..	1	..
	William E. Fallon	1889	Reading room	..	1	..
	Amelia F. McGrath . . .	1885	Delivery Clerk	..	1	..
	William L. Day	1881	Receiving Clerk	..	1	..
	Total	..	..	15	4	19
<i>Janitors.</i>	WILLIAM E. FORD	1858	Janitor	1	..	..
	John L. Williams	1886	Night Watchman	1	..	..
	John White	1880	Porter	1	..	..
	William Monahan	1883	Porter	1	..	..
	<i>Extra daily assistants.</i>					
	Total	..	..	4	..	4
<i>Bindery.</i>	Frank Ryder	1883	Forwarder	1	..	..
	Dennis J. Collins	1888	Finisher	1	..	..
	Wm. P. Hemstead	1883	Pressman	1	..	..
	John F. Murphy	1883	Forwarder	1	..	..
	Sarah E. Bowen	1876	Forcwoman	1	..	..
	Mary G. Moriarty	1875	Sewer	1	..	..
	Maggie J. Kiley	1889	Sewer	1	..	..
	Total	..	..	7	..	7

LIBRARY SERVICE. — *Continued.*

Department.	NAME.	Entered service.	Position, duties, etc.	On regular service.	On time and extra service.	Total employed.
<i>East Boston Branch.</i>	SARAH C. GODBOLD	1871	Librarian	1	..	..
	Alice M. Wing	1872	} First Assistants }	1	..	..
	Emma D. Coleman	1888		1	..	..
	Emma W. Flanders	1888	Second Assistant	1	..	..
	Lizzie McBride	1886	Extra Assistant	..	1	..
	L. A. Bickford	1889	Runner	..	1	..
	A. M. McFarland	1889	Runner	..	1	..
	Jessie M. Nute	1889	Runner	..	1	..
	George H. Hosea	1873	Janitor	1	..	..
	Total	..	..	5	4	9
<i>South Boston Branch.</i>	N. JOSEPHINE BULLARD .	1883	Librarian	1	..	..
	Ellen A. Eaton	1872	} First Assistants }	1	..	..
	Idalene L. Sampson . . .	1877		1	..	..
	Alice B. Orcutt	1884	} Second Assistants }	1	..	..
	Lena Parker	1887		1	..	..
	Lilla F. Davis	1881	Extra Assistant	..	1	..
	Alice Patterson	1889	Extra Assistant	..	1	..
	Sarah Baker	1887	Runner	..	1	..
	Joseph Baker	1872	Janitor	1	..	..
	Total	..	..	6	3	9
<i>Roxbury Branch.</i>	HELEN M. BELL	1878	Librarian	1	..	..
	Elizabeth C. Berry	1877	} First Assistants }	1	..	..
	Dora Puffer	1878		1	..	..
	Sarah W. Griggs	1884	} Second Assistants }	1	..	..
	Mary E. Griffith	1885		1	..	..
	Katie F. Albert	1883	Extra Assistant	..	1	..
	Emma Bollig	1888	Extra Assistant	..	1	..
	Grace Hall	1889	Extra Assistant	..	1	..
	Sarah B. Evans	1889	Extra Assistant	..	1	..
	Charles R. Curtis	1873	Janitor	1	..	..
	Total	..	..	6	4	10

LIBRARY SERVICE. — *Continued.*

Department.	NAME.	Entered service.	Position, duties, etc.	On regular service.	On time and extra service.	Total employed.
<i>Charlestown Branch.</i>	ELIZABETH F. CARTÉE	1886	Librarian	1	..	..
	Annie E. Eberle	1874	} First Assistants }	1	..	..
	Mary P. Swain	1878		1	..	..
	Susan E. Livermore	1879	} Second Assistants }	1	..	..
	Alice G. Willoughby	1882		1	..	..
	Lydia E. Eberle	1881	Extra Assistant	..	1	..
	Emma L. Willoughby	1882	Extra Runner	..	1	..
	Thomas E. Smith	1869	Janitor	1	..	..
	Total	..	..	6	2	8
<i>Brighton Branch.</i>	MARY E. BROCK	1875	Librarian	1	..	..
	Mary F. Grailey	1880	Second Assistant	1	..	..
	Sara R. Brock	1880	Extra Assistant	..	1	..
	James M. Brock	1878	Janitor	1	..	..
	Total	..	..	3	1	4
<i>Dorchester Branch.</i>	MARY G. COFFIN	1874	Librarian	1	..	..
	Mary J. Sheridan	1875	First Assistant	1	..	..
	Frances Willard Pike	1881	} Second Assistants }	1	..	..
	— — — — —	..		1	..	..
	Edward Norman	1885	Runner	1	..	..
	Edward Davenport	1874	Janitor	1	..	..
	Total	..	..	6	..	6
<i>South End Branch.</i>	MARGARET A. SHERIDAN, ...	1875	Librarian	1	..	..
	Maud M. Morse	1877	First Assistant	1	..	..
	Florence Richards	1876	} Second Assistants }	1	..	..
	Mary A. Arkinson	1881		1	..	..
	Emma Lynch	1885	} Runners }	1	..	..
	William Maloney	1889		1	..	..
	George Carney	1889	Extra Runner	..	1	..
	Total	..	..	6	1	7

LIBRARY SERVICE. — *Concluded.*

Department.	NAME.	Entered service.	Position, duties, etc.	On regular service.	On time and extra service.	Total employed.
<i>Jamaica Plain Branch.</i>	ANNA J. BARTON	1876	Librarian	1	..	..
	Nellie F. Riley	1878	First Assistant	1	..	..
	Margaret S. Barton	1882	Second Assistant	1	..	..
	James F. Dawson	1889	Runner	..	1	..
	Timothy Johnson	1887	Janitor	1	..	..
	Total . . . . .	.....	.....	4	1	5
<i>North-End Branch.</i>	ELIZA R. DAVIS	1887	Librarian	1	..	..
	Catherine G. J. Mooney .	1884	Second Assistant	1	..	..
	John McCarthy	1886	Janitor	1	..	..
	Total . . . . .	.....	.....	3	..	3
<i>Delivery Stations.</i>	Mary A. Hill	1875	Custodian, Lower Mills	1	..	..
	Julia W. Richards	1884	Custodian, West Roxbury . . .	1	..	..
	Harriet L. Atkinson . . .	1882	Custodian, Mattapan	1	..	..
	Lottie R. Curtis	1886	Custodian, Neponset	1	..	..
	Samuel T. Bowthorpe . . .	1885	Custodian, Roslindale	1	..	..
	Bessie G. Fairbrother . .	1886	Custodian, Mt. Bowdoin	1	..	..
	Frank H. Howe	1889	Custodian, Allston	1	..	..
	Total . . . . .	.....	.....	7	..	7

SUMMARY.

Executive department	7		
Catalogue department	15		
Purchase and Entry department	6		
Shelf department	6		
Bates Hall circulation department	10		
Lower Hall circulation department, day, evening, and Sunday service	15	4	
Janitor's department	4		
Bindery	7		
East Boston branch	5	4	
South Boston branch	6	3	
Roxbury branch	6	4	
Charlestown branch	6	2	
Brighton branch	3	1	
Dorchester branch	6		
South-End branch	6	1	
Jamaica Plain branch	4	1	
North-End branch	3		
Deliveries	7		
Total	122	20	
	20		
Grand total	142		

Central Library.
70 regulars.
4 extras.

Branches.
52 regulars.
16 extras.

AGENTS.

Messrs. W. B. Clarke & Co., and Mr. Carl Schoenhof, *Boston*.
Mr. Edward G. Allen (for English patents), *London*.
Messrs. Kegan Paul, Trench, Trübner & Co., Limited, *London*.
Deuerlich'sche Buchhandlung, *Göttingen*.

LOCATION OF THE BRANCH LIBRARIES AND DELIVERY STATIONS.

Allston delivery station, 26 Franklin street, Allston.
Brighton branch, Holton Library building, Rockland street.
Charlestown branch, old City Hall, City square, Charlestown.
Dorchester branch, Arcadia, *cor.* Adams street.
East Boston branch, old Lyman School building, Meridian street.
Jamaica Plain branch, Curtis Hall, Centre street, Jamaica plain.
Lower Mills delivery station, Washington street, *near* River street.
Mattapan delivery station, River, *cor.* Oakland street.
Mount Bowdoin delivery station, Washington, *cor.* Eldon street.
Neponset delivery station, Wood's block.
North-End branch, *cor.* Salem and North Bennet streets.
Roslindale delivery station, Florence, *cor.* Ashland street.
Roxbury branch, 46 Millmont street.
South Boston branch, 372 West Broadway, *cor.* E street.
South-End branch, English High School building, Montgomery street.
West Roxbury delivery station, Centre, *near* Mt. Vernon street.

APPENDIX XX.

EXAMINATION OF THE LIBRARY.

	Bates Hall.	Lower Hall.	E. Boston branch.	So. Boston branch.	Roxbury branch.	Charlestown branch.	Brighton branch.	Dorchester branch.	South-End branch.	Jamaica Plain branch.	North-End branch.	Total.
Not on shelves . .	3,484	5,541	1,433	2,525	2,980	1,537	758	2,047	2,407	1,435	15	24,162
<i>Of these found to be</i>												
Lent	2,816	4,364	1,104	1,761	2,034	1,246	423	1,726	1,976	1,239	. . .	18,689
At the binderies . .	266	148	32	70	144	43	11	64	221	50	. . .	1,049
¹ Otherwise account- ed for	332	752	297	694	798	247	320	254	206	144	15	4,059
Not accounted for .	70	277	. . .	. . .	4	1	4	3	4	2	. . .	365

Twenty-one books missing in previous years from the Lower Hall have reappeared.

¹ This includes books found misplaced, those in use at the attendants' desks, and in transit from the charging desk to the shelves.

APPENDIX XXI.
WORK IN THE LIBRARY BINDERY.

CHARACTER OF WORK.	1880-81	1881-82	1882-83	1883-84	1884-85	1885 (8 mos.)	1886	1887	1888	1889
Bates Hall books bound and finished	5,889	4,598	4,268	4,932	5,149	3,225	5,573	5,026	2 4,304 ¹	3 4,819
Books of the Lower Hall and branches	2,752	8,417	8,123	7,878	6,656	4,617	1 4,909	2,387	2 134	3 466
Books repaired	1,201	1,376	879	964	1,020	716	1,600	1,508	1,619	1,288
Catalogues wired and covered for public use in Lower Hall and branches										
Maps dissected and mounted										
Map volumes and shelf-lists mounted	3,005	4,387	4,904	5,153	4,464	2,689	3,949	3,928	4,277	3,945
Pamphlet cases										
Portfolios										
Maps mounted, bound, and bordered										
Removable covers for catalogues and for paper-covered books	1,032	664	1,112	1,089	1,060	793	998	561	963	974
Hours of miscellaneous work	1,959	1,637	2,308	2,295	2,652	1,533	2,281	1,570	463	596

¹ Besides these there were 926 volumes of the Lower Hall and Branches bound at an outside bindery.
² Besides these there were 1,328 volumes of the Bates Hall, and 7,496 of the Lower Hall and Branches, bound at outside binderies.
³ Besides these there were 15,000 volumes of the Bates Hall, and 6,351 of the Lower Hall and Branches, bound at outside binderies.

APPENDIX XXII.

EXAMINING COMMITTEES FOR THIRTY-EIGHT YEARS.

The following gentlemen have served on the Examining Committees for the years given. The names in *italics* are those of trustees who have acted as chairmen of the various committees. The thirty-fourth year was from May 1 to Dec. 31, 1885, a period of eight months, for which no Examining Committee was appointed.

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|--|--|
| Abbott, <i>Hon.</i> J. G., 1870. | Curtis, Charles P., 1862. |
| <i>Abbott, S. A. B.</i> , 1880. | Curtis, Daniel S., 1872. |
| Adams, Nehemiah, <i>D.D.</i> , 1860. | Curtis, Thos. B., <i>M.D.</i> , 1874. |
| Adams, Wm. T., 1875. | Cushing, Thomas, 1885. |
| Alger, <i>Rev.</i> Wm. R., 1870. | Dalton, Charles H., 1884. |
| Andrew, <i>Hon.</i> John F., 1888. | Dana, Samuel T., 1857. |
| Appleton, <i>Hon.</i> Nathan, 1854. | Dean, Benjamin, 1873. |
| Apthorp, Wm. F., 1883. | Denny, Henry G., 1876. |
| Arnold, Howard P., 1881. | Dexter, <i>Rev.</i> Henry M., 1866. |
| Aspinwall, <i>Col.</i> Thomas, 1860. | Dillingham, <i>Rev.</i> Pitt, 1886. |
| Attwood, G., 1877. | Dix, James A., 1860. |
| Bailey, Edwin C., 1861. | Doherty, Philip J., 1888. |
| Ball, Joshua D., 1861. | Donahoe, Patrick, 1869. |
| Bangs, Edward, 1887. | Durant, Henry F., 1863. |
| Barnard, James M., 1866. | Duryea, Jos. T., <i>D.D.</i> , 1880. |
| Bartlett, Sidney, 1869. | Dwight, John S., 1868. |
| Beebe, James M., 1858. | Dwight, Thomas, <i>M.D.</i> , 1880. |
| Beecher, <i>Rev.</i> Edward, 1854. | Eastburn, Manton, <i>D.D.</i> , 1863. |
| Bigelow, Jacob, <i>M.D.</i> , 1857. | Eaton, William S., 1887. |
| <i>Bigelow, Hon.</i> John P., 1856. | Edes, Henry H., 1886. |
| Blagden, George W., <i>D.D.</i> , 1856. | Eliot, Samuel, <i>LL.D.</i> , 1868. |
| Blake, John G., <i>M.D.</i> , 1883. | Ellis, Arthur B., 1888, 1889. |
| Bodfish, <i>Rev.</i> Joshua P., 1879. | Ellis, Calvin, <i>M.D.</i> , 1871. |
| Bowditch, Henry I., <i>M.D.</i> , 1855. | Ellis, Geo. E., <i>D.D.</i> , 1881. |
| <i>Bowditch, Henry I., M.D.</i> , 1865. | Endicott, William, jr., 1878. |
| Bowditch, H. P., <i>M.D.</i> , 1881. | Evans, George W., 1887, 1888, 1889. |
| Bowditch, J. Ingersoll, 1855. | Field, Walbridge A., 1866. |
| Bowman, Alfonzo, 1867. | Fields, James T., 1872. |
| Bradford, Charles F., 1868. | Fitz, Reginald H., 1879. |
| Brewer, Thomas M., 1865. | Foote, <i>Rev.</i> Henry W., 1864. |
| Brooks, <i>Rev.</i> Phillips, 1871. | Fowle, William F., 1864. |
| Browne, Causten, 1876. | Freeland, Charles W., 1867. |
| Buckingham, C. E., <i>M.D.</i> , 1872. | Frost, Oliver, 1854. |
| Burroughs, <i>Rev.</i> Henry, jr., 1869. | <i>Frothingham, Richard</i> , 1876. |
| Chadwick, James R., <i>M.D.</i> , 1877. | Furness, Horace Howard, <i>LL.D.</i> , 1882. |
| Chaney, <i>Rev.</i> George L., 1868. | Gannett, Ezra S., <i>D.D.</i> , 1855. |
| Chase, George B., 1876. | Gay, George H., 1876. |
| <i>Chase, George B.</i> , 1877, 1885. | Gilchrist, Daniel S., 1872. |
| Cheney, <i>Mrs.</i> , Ednah D., 1881. | Gordon, George A., <i>D.D.</i> , 1885. |
| <i>Clapp, William W., jr.</i> , 1864. | Gould, A. A., <i>M.D.</i> , 1864. |
| Clarke, James Freeman, <i>D.D.</i> , 1877. | Grant, Robert, 1884. |
| <i>Clarke, James Freeman, D.D.</i> , 1882. | Gray, John C., jr., 1877. |
| Collar, Wm. C., 1874. | <i>Green, Samuel A., M.D.</i> , 1868. |
| Cudworth, Warren H., <i>D.D.</i> , 1878. | |

- Greenough, William W.*, 1858, 1874, 1883, 1886.
Grinnell, Rev. C. E., 1874.
Hale, Rev. Edward E., 1858.
Hale, Mrs. George S., 1887, 1888.
Hale, Moses L., 1862.
Haskins, Rev. George F., 1865.
Hassam, John T., 1885.
Hayes, Hon. F. B., 1874.
Haynes, Henry W., 1879.
Haynes, Henry W., 1881, 1884.
Hayward, George, M.D., 1863.
Heard, John, jr., 1888, 1889.
Heard, John T., 1853.
Herford, Brooke, D.D., 1884.
Herrick, Samuel E., D.D., 1888, 1889.
Higginson, Thomas W., 1883.
Hill, Clement Hugh, 1880.
Hillard, Hon. George S., 1853.
Hillard, Hon. George S., 1873.
Hodges, Richard M., M.D., 1870.
Holmes, Edward J., 1881, 1884.
Holmes, Oliver W., M.D., 1858.
Holmes, Oliver W., jr., 1882.
Homans, Charles D., M.D., 1867.
Homans, Mrs. Charles D., 1885, 1886, 1887.
Homer, George, 1870.
Homer, Peter T., 1857.
Hubbard, William J., 1858.
Hunnewell, James F., 1880.
Hyde, George B., 1879.
Jeffries, B. Joy, M.D., 1869.
Jenkins, Charles E., 1879.
Jewell, Hon. Harvey, 1863.
Jordan, Eben D., 1873.
Kidder, Henry P., 1870.
Kimball, David P., 1874.
Kimball, Henry H., 1865.
Kirk, Edward N., D.D., 1859.
Lawrence, Hon. Abbott, 1853.
Lawrence, Abbott, 1859.
Lawrence, James, 1855.
Lee, Miss Alice, 1889.
Lewis, Weston, 1872, 1878.
Lincoln, Hon. F. W., 1856.
Lincoln, Solomon, 1886.
Little, James L., 1864.
Lombard, Prof. Josiah L., 1868.
Loring, Hon. Charles G., 1855.
Lothrop, Loring, 1866.
Lowell, Augustus, 1883.
Lowell, Edward J., 1885.
Lunt, Hon. George, 1874.
Lyman, George H., M.D., 1885.
Manning, Rev. Jacob M., 1861.
Mason, Rev. Charles, 1857.
Mason, Robert M., 1869.
Maxwell, J. Audley, 1883.
Metcalf, Rev. Theodore A., 1888, 1889.
Minns, Thomas, 1864.
Minot, Francis, 1866.
Morrill, Charles J., 1885.
Morse, John T., jr., 1879.
Morse, Robert M., jr., 1878.
Morton, Hon. Ellis W., 1871.
Mudge, Hon. E. R., 1871.
Neale, Rollin H., D.D., 1853.
Noble, John, 1882.
Norcross, Otis, 1880.
O'Brien, Hugh, 1879.
O'Reilly, John Boyle, 1878.
Otis, G. A., 1860.
Paddock, Rt. Rev. Benj. H., 1876.
Parker, Charles Henry, 1888, 1889.
Parkman, Henry, 1885.
Parks, Rev. Leighton, 1882.
Perkins, Charles C., 1871.
Perry, Thomas S., 1879, 1882, 1883, 1884, 1885.
Phillips, John C., 1882.
Phillips, Jonathan, 1854.
Prescott, William H., LL.D., 1853.
Prince, Hon. F. O., 1888, 1889.
Putnam, George, D.D., 1870.
Putnam, Hon. John P., 1865.
Randall, Charles L., M.D., 1884.
Rice, Hon. Alexander H., 1860.
Rogers, Prof. William B., 1861.
Rollins, J. Wingate, 1888, 1889.
Ropes, John C., 1872.
Rotch, Benjamin S., 1863.
Runkle, Prof. J. D., 1882.
Russell, Samuel H., 1880.
Sanger, Hon. George P., 1860.
Seaver, Edwin P., 1881.
Shepard, Hon. Harvey N., 1888, 1889.
Shurtleff, Hon. Nathaniel B., 1857.
Smith, Charles C., 1873.
Smith, Mrs. Charles C., 1881, 1886.
Sprague, Charles J., 1859.
Sprague, Homer B., 1882.
Stedman, C. Ellery, M.D., 1888.
Stevens, Oliver, 1858.
Stevenson, Hon. J. Thomas, 1856.
Stockwell, S. N., 1861.
Stone, Col. Henry, 1885, 1886, 1887.
Story, Joseph, 1856.
Sullivan, Richard, 1883, 1884.
Teele, John O., 1886.
Thaxter, Adam W., 1855.
Thayer, George A., 1875.
Thayer, Rev. Thomas B., 1862.
Thomas, B. F., 1875.
Thomas, Seth J., 1856.
Ticknor, George, 1853, 1854, 1855, 1859, 1863, 1866.
Tobey, Hon. Edward S., 1862.
Twombly, Rev. A. S., 1883, 1884.
Upham, J. B., M.D., 1865.
Vibbert, Rev. Geo. H., 1873.
Wales, George W., 1875.
Walley, Hon. Samuel H., 1862.
Ward, Rev. Julius H., 1882.
Ware, Charles E., M.D., 1875.
Ware, Darwin E., 1881.

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|---|---|
| Warner, Herman J., 1867. | Williams, Harold, <i>M.D.</i> , 1888, 1889. |
| Warren, <i>Hon.</i> Charles H., 1859. | Williamson, William C., 1881. |
| Warren, J. Collins, <i>M.D.</i> , 1878. | <i>Wilson, Elisha T., M.D.</i> , 1861. |
| Waterston, <i>Rev.</i> Robert C., 1867. | <i>Winsor, Justin</i> , 1867. |
| Wells, <i>Mrs.</i> Kate G., 1877. | Winthrop, <i>Hon.</i> Robert C., 1854. |
| Wharton, William F., 1886. | Winthrop, Robert C., jr., 1887. |
| <i>Whipple, Edwin P.</i> , 1869. | Woodbury, Charles Levi, 1871. |
| <i>Whitmore, William H.</i> , 1887. | Woolson, <i>Mrs.</i> Abba Goold, 1888, |
| <i>Whitney, Daniel H.</i> , 1862. | 1889. |
| Whitney, Henry A., 1873. | Wright, <i>Hon.</i> Carroll D., 1884. |
| Wightman, <i>Hon.</i> Joseph M., 1859. | |

APPENDIX XXIII.

TRUSTEES FOR THIRTY-EIGHT YEARS.

The Honorable Edward Everett was President of the Board from 1852 to 1864; the late George Ticknor in 1865; William W. Greenough, Esq., from 1866 to April, 1888. Samuel A. B. Abbott, Esq., is the present incumbent.

The Board for 1852 was a preliminary organization; that for 1853 made what is called the first annual report. It consisted of one alderman and one common councilman, and five citizens at large, till 1867, when a revised ordinance made it consist of one alderman, two common councilmen, and six citizens at large, two of whom retired, unless re-elected, each year, while the members from the City Council were elected yearly. In 1878 the organization of the Board was changed to include one alderman, one councilman, and five citizens at large, as before 1867; and in 1885, by the provisions of the amended city charter, the representation of the city government upon the Board by an alderman and a councilman was abolished, leaving the Board, as at present, consisting of five citizens at large.

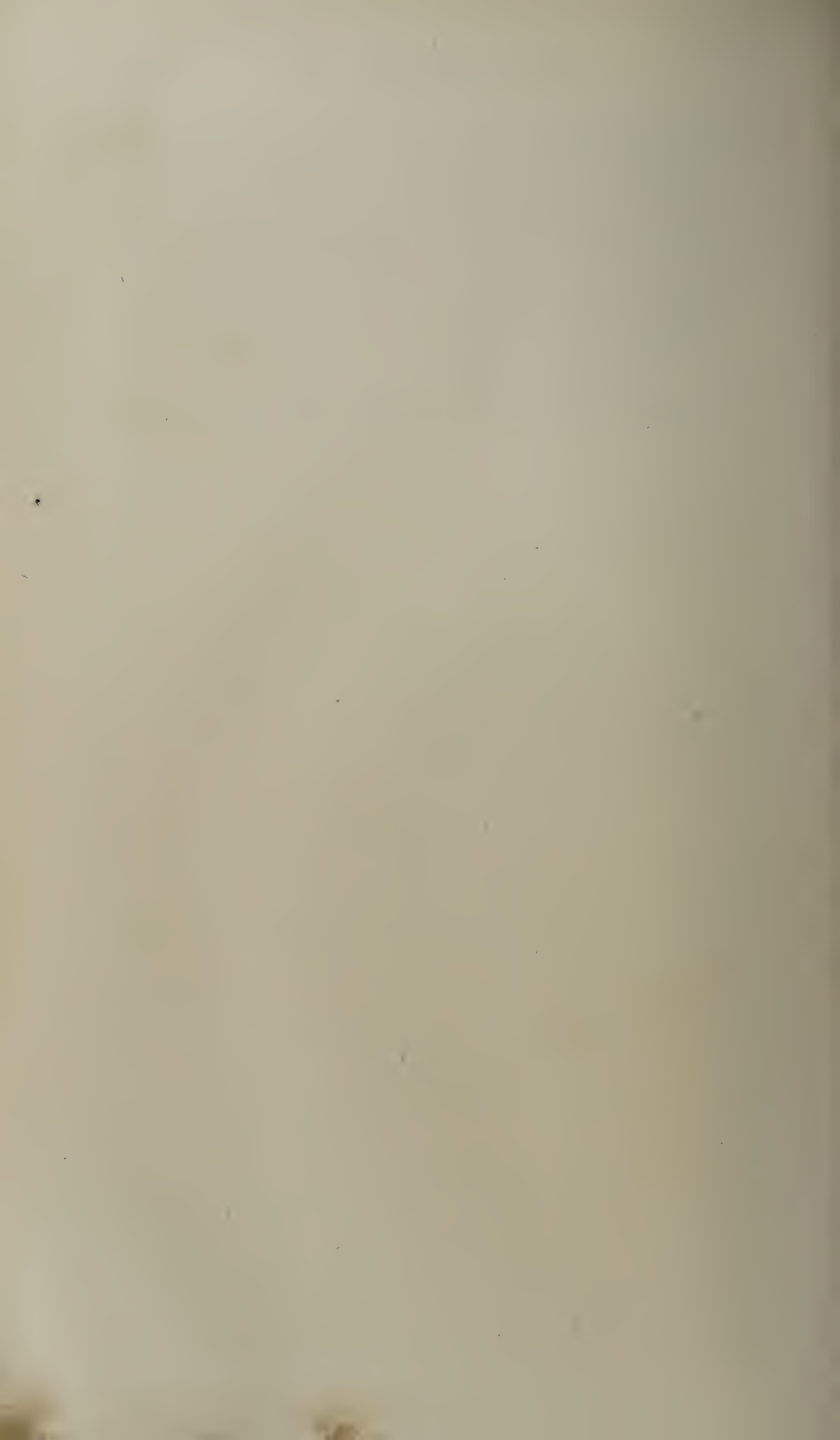
ABBOTT, SAMUEL A. B., 1879-89.
 Allen, James B., 1852-53.
 APPLETON, THOMAS G., 1852-57.
 Barnes, Joseph H., 1871-72.
 BIGELOW, JOHN P., 1852-68.
 BOWDITCH, HENRY I., 1865-68.
 Bradlee, John T., 1869-70.
 Bradt, Herman D., 1872-73.
 Braman, Jarvis D., 1868-69.
 BRAMAN, JARVIS D., 1869-72.
 Brown, J. C. J., 1861-62.
 Burditt, Charles A., 1873-76.
 Carpenter, George O., 1870-71.
 CHASE, GEORGE B., 1877-85.
 Clark, John M., 1855-56.
 Clark, John T., 1873-78.
 CLARKE, JAMES FREEMAN, 1878-88.
 Clapp, William W., jr., 1864-66.
 Coe, Henry F., 1878.
 Crane, Samuel D., 1860-61.
 CURTIS, DANIEL S., 1873-75.
 Dennie, George, 1858-60.
 Dickinson, M. F., jr., 1871-72.
 Drake, Henry A., 1863-64.
 Erving, Edward S., 1852.
 EVERETT, EDWARD, 1852-64.
 Flynn, James J., 1883.
 Frost, Oliver, 1854-55; 1856-58.
 FROTHINGHAM, RICHARD, 1875-79.

Gaffield, Thomas, 1867-68.
 GREEN, SAMUEL A., 1868-78.
 GREENOUGH, WILLIAM W., 1856-88.
 Guild, Curtis, 1876-77; 1878-79.
 Harris, William G., 1869-70.
 Haynes, Henry W., 1858-59.
 HAYNES, HENRY W., 1880-89.
 HILLARD, GEORGE S., 1872-75; 1876-77.
 Howes, Osborne, jr., 1877-78.
 Ingalls, Melville E., 1870-71.
 Jackson, Patrick T., 1864-65.
 Jenkins, Edward J., 1885.
 Keith, James M., 1868-70.
 Kimball, David P., 1874-76.
 Lawrence, James, 1852.
 Lee, John H., 1884-85.
 Lewis, Weston, 1867-68.
 LEWIS, WESTON, 1868-79.
 LEWIS, WINSLOW, 1867.
 Little, Samuel, 1871-73.
 Messinger, George W., 1855.
 Morse, Godfrey, 1883-84.
 MORTON, ELLIS W., 1870-73.
 Munroe, Abel B., 1854.
 Newton, Jeremiah L., 1867-68.
 Niles, Stephen R., 1870-71.
 O'Brien, Hugh, 1879-82.
 Pease, Frederick, 1872-73.

Perkins, William E., 1873-74.
Perry, Lyman, 1852.
Plummer, Farnham, 1856-57.
Pope, Benjamin, 1876-77.
Pope, Richard, 1877-78.
Pratt, Charles E., 1880-82.
PIERCE, PHINEAS, 1888-89.
PRINCE, FREDERICK O., 1888-89.
PUTNAM, GEORGE, 1868-77.
Reed, Sampson, 1852-53.
Richards, William R., 1889.
Sanger, George P., 1860-61.
Sears, Philip H., 1859-60.
Seaver, Benjamin, 1852.
Shepard, Harvey N., 1878-79.
SHURTLEFF, NATHANIEL B., 1852-68.
Stebbins, Solomon B., 1882-83.

Story, Joseph, 1855-56; 1865-67.
THOMAS, BENJAMIN F., 1877-78.
TICKNOR, GEORGE, 1852-66.
Tyler, John S., 1863-64; 1866-67.
Warren, George W., 1852-54.
Washburn, Frederick L., 1857-58.
WHIPPLE, EDWIN P., 1868-70.
Whitmore, William H., 1882-83.
WHITMORE, WILLIAM H., 1885-88.
Whitney, Daniel H., 1862-63.
Whitten, Charles V., 1883-85.
Wilson, Elisha T., 1861-63.
Wilson, George, 1852.
WINSOR, JUSTIN, 1867.
Wolcott, Roger, 1879.
Wright, Albert J., 1868-69.

Citizens at large in SMALL CAPITALS.



CITY OF



BOSTON.

ANNUAL ESTIMATES.

1890-91.

CITY OF BOSTON, MAYOR'S OFFICE.

To the Honorable the City Council: —

GENTLEMEN, — The law of the Commonwealth (Acts of 1885, chap. 266, sect. 8) requires me to submit to you the estimates of the Departments for the next financial year, together with my recommendations thereon. Another law (Acts of 1885, chap. 178) makes this duty simple and comparatively easy. Being limited in the amount of money we can appropriate and assess for municipal purposes, our sole duty consists in distributing our available resources, not as the merits of the several objects require, but as our means permit. In my first inaugural address will be found this statement: "I report what I found out of office; I shall certainly report to you, faithfully and respectfully, whatever I may find in office." The time for such a report has arrived. Nor shall the fear of private or public disapproval prevent me from telling the truth.

Under the law of the Commonwealth we cannot assess more than \$6,603,632 for the current expenses of the City. For interest and sinking-fund purposes we are obliged to appropriate \$2,990,942. To this we are permitted to add \$425,000 of current County expenses, making a total of \$10,019,574 that we can levy by taxes for the next fiscal

year, to be expended for the City of Boston and the County of Suffolk. The State will add a suitable amount for its own purposes. Our income, available for current expenses, is conservatively estimated at \$2,470,240. Accordingly, leaving out the State tax as yet to be determined, we may appropriate a sum not exceeding \$12,489,814 for all our City and County undertakings. As the income of the last financial year exceeded the estimated receipts by less than one and one-half of one per cent., it is not prudent to raise the estimated income, all told, beyond the amount named. We may appropriate \$12,489,814, and no more. And ever since we have had a law limiting our appropriations, the City Government has not hesitated to appropriate every dollar within the limit of the law. The next appropriation Order is not likely to deviate from this course. Both branches of your honorable body have made numerous recommendations for useful work to be included in the estimates now submitted. As practically all these intentions must be abandoned under the stress of law, it is certain that you will appropriate the sum at your disposal.

An appropriation of \$2,990,942 for interest and sinking funds, required by law, leaves \$9,498,872 for all other purposes of the City and County. With great reluctance I have disallowed a reasonable sum for ventilating our schools and for making them safer in a case of fire; no allowance has been made for furnishing the Roxbury High School; and the salaries demanded for teachers have been reduced. Allowing, then, but \$1,912,700 for our public schools, or \$200,800 less than the School Committee calls for, we have \$7,586,172 left for other purposes.

The Police and Fire Departments are not good subjects for parsimony; yet reducing their estimates \$128,461, and allowing them \$2,046,577, or rather less than public opinion may approve, will leave but \$5,539,595 for all other municipal Departments. The sum demanded by the Board of Health has been reduced \$17,000; no allowance has been made for bridges officially pronounced dangerous, nor for bridge expenses required by the State; the City Hospital has been cut down \$37,770; the Common will receive less than has sufficed in the current year, and not a dollar has been allowed for decent improvements; giving the Ferries less than they need and must expend; allowing for clean streets and the carting of ashes and garbage an amount that occasions many complaints; giving the Lamp Department less than it has this year; reducing the maintenance account of the Parks; reducing the appropriation for Public Buildings below the current allowance; and reducing the estimate

of the Sealer, still requires \$2,008,606, and leaves \$3,530,989 for all other Departments.

The expenses of the Overseers of the Poor and in our Public Institutions are such as not to admit of many reductions. Allowing but \$820,356 for the poor and unfortunate, we have \$2,710,633 left. County expenses of \$530,000 reduce this to \$2,180,633, — a sum needed to put our streets in good condition, but already in good part appropriated by statutes or City ordinances. The Public Library, armories, inspection of buildings and food, market and Mt. Hope Cemetery expenses, soldiers' relief, elections, celebrations, guests, contingent funds, incidentals, and printing, will not use less than \$512,210, leaving \$1,668,423 for streets, sewers, and the salaries prescribed by ordinance. The appropriation for advertising, and for salaries, clerks, and stationery in the departments of the Architect, the Assessors, the Auditor, the City Clerk, the Messenger, the Registrars, the Collector, the Engineer, the Mayor, the Law, the Surveyor, the Treasurer, the Sinking-Fund Commissioners, the Record Commissioners, the Clerk of Committees and for Aldermen, cannot be less than \$553,080, leaving \$1,115,343 for sewers and for widening and paving streets.

It is apparent that \$750,000 is hardly enough to maintain our four hundred miles of public streets, with the traffic of a great city taxing them to their full capacity, not to mention new pavements and new streets. The sewers fare no better with an allowance of \$317,000, nor street widenings with the remaining \$48,343. We ought to expend at least \$1,500,000 on our streets, and \$1,000,000 for our sewers. With the present tax limit this is physically and morally impossible. Should the State Legislature raise our tax limit to \$10.50 per thousand of valuation, nearly the entire \$1,100,605 thus added to our tax levy should be given to the Street and Sewer departments, that will now take what is left after the other departments have received the minimum permitted by law or tolerated by public opinion. We can cut down the Fire Department and the salaries of the public-school teachers as easily and as effectually as can anybody else; but no one in his senses proposes that extremity. Unless the Legislature grants relief, we must appropriate what there is, and rely for the second half of the year upon loans; for with the tax levy available under the present law the City of Boston cannot be governed as it desires to be. There are those who hold that \$12,489,814 is enough. It is enough if we desire to reduce the cost of our schools, of our firemen, and of our Public Library. If the people of Boston desire a service as good as that of the past

five or ten years, the tax levy must be increased, or we must continue the immoral policy of letting the future pay for the service we exact for this day and generation.

The Honorable the City Council may change some of the smaller items in the appropriations now submitted to its judgment; but your honorable body cannot add a dollar to the total at your disposal, and the members of either branch will be the first to see that the total available is insufficient to meet the reasonable wishes and expectations of the community. It is not thought politic to utter these truths. I hold it to be eminently politic to tell the truth, even distasteful truths; and it is certainly honorable to take the consequences of such a course. The people of Boston, I believe, prefer honest facts to fiction.

Respectfully,

THOMAS N. HART,

Mayor.

February 27, 1890.

	Appropriations 1889-90.	Estimates 1890-91.	Amounts not allowed by Mayor.
Advertising	\$2,000	\$2,000	.....
Architect's Department	20,000	25,000	.....
Armories	32,600	25,000	\$5,000
Assessors' Department	115,000	115,000	.....
Auditor's "	24,200	26,700	.....
Board of Health : —			
Board of Health	75,000	97,000	17,000
Evergreen Cemetery	1,500	1,500	.....
Public Baths	16,000	18,000	.....
Quarantine Department	16,500	17,000	.....
Bridges — current expenses.	90,000	146,180	46,180
Berkeley-st., over B. & A. R.R.		30,000	30,000
Cambridge-st., Allston		50,000	50,000
Chelsea-st.		12,000	12,000
Ferdinand-st., over B. & A. R.R.		25,000	25,000
Savin Hill-ave. bridge and street.		5,000	5,000
Bridges in Charles River		15,400	15,400
Harvard Bridge : —			
Construction		10,000	
Maintenance		3,650	
Bunker Hill Tablets	4,000		.....
City Clerk's Department	21,500	26,700	.....
Debt	852,489	1,188,005	.....
Hospital	229,000	240,770	10,770
Electric-lighting plant.		21,000	21,000
Boiler-house		6,000	6,000
Messenger's Department	21,620	23,920	.....
Registrar's "	14,160	14,800	.....
<i>Carried forward</i>	\$1,535,569	\$2,145,625	\$243,350

	Appropriations 1889-90.	Estimates 1890-91.	Amounts not allowed by Mayor.
<i>Brought forward</i> ...	\$1,535,569	\$2,145,625	\$243,350
Collector's Department	61,565	67,410	
Deeds, Real Estate Adv'g		4,000	
Common.....	68,500	79,079	9,079
Attucks Monument.....	1,000		
Concrete walks and Asphalt tiles:			
Common and Public Garden.....		15,701	} 46,225
Independence square.....	.....	600	
Gymnasium, Norris park.....	.....	9,000	
Improvement of Belmont square..	.....	1,000	
Blackstone and Franklin sqs...	6,000	3,000	
Cedar square.....	.....	250	
Central square ..	.....	1,500	
Highland park ..	.....	500	
Linwood park...	.....	500	
Maverick square.	.....	700	
Meeting House Hill .....	.....	500	
Norris park.....	4,500	.....	
Putnam square..	.....	800	
Trees on streets ...	.....	10,000	
Public Garden, curb about pond..	.....	1,500	
Wooden fence, Beacon-st. mall, Common.....	.....	674	
Contingent Funds:—			
Mayor.....	1,500	1,500	
Board of Aldermen	7,000	3,000	
Common Council	8,000	6,000	
Joint Committees.....	9,000	6,000	
<i>Carried forward</i>	\$1,702,634	\$2,358,839	\$298,654

	Appropriations 1889-90.	Estimates 1890-91.	Amounts not allowed by Mayor.
<i>Brought forward</i>	\$1,702,634	\$2,358,839	\$298,654
East Boston Ferries	195,000	235,000	35,000
Engineer's Department	35,000	36,000	.....
Executive "	21,500	21,500	.....
Fire Department	817,862	966,914	66,914
Alarm	35,054	36,971	.....
Health Department	500,000	597,943	97,943
Incidental Expenses	35,000	50,000	20,000
Reception of Guests	5,000	5,000	.....
Grand Army . . . . .	.....	25,000	.....
Inspection of Buildings	55,000	64,475	4,475
Milk and Vinegar	9,140	11,690	....
Provisions	2,525	2,425	.....
Interest	1,523,023	1,635,043	.....
Lamp Department	593,081	620,565	54,565
Law Department	29,000	29,000	.....
Markets	9,750	12,000	.....
Mt. Hope Cemetery . . . . .	.....	10,000	5,000
Overseers of Poor	101,600	101,650	....
Lodge for Wayfarers	9,500	11,000	.....
Temporary Home	7,250	7,500	.....
Park Department:—			
Office expenses	7,500	7,500	....
Maintenance of	35,000	64,000	19,000
Nursery	6,000	6,500	.....
Paving Department	648,229	3,817,850	3,067,850
Specials	161,725	.....	.....
Police Department	1,090,294	1,161,547	61,547
<i>Carried forward</i>	\$7,635,667	\$11,895,912	\$3,730,948

	Appropriations 1889-90.	Estimates 1890-91.	Amounts not allowed by Mayor.
<i>Brought forward</i>	\$7,635,667	\$11,895,912	\$3,730,948
House of Detention, etc.	9,706	9,606	.....
Printing and Stationery	46,500	48,500	.....
Public Buildings	135,700	163,500	35,000
Public Celebrations : —			
May 30	6,000	6,000	.....
June 17	5,000	5,000	.....
July 4	12,000	12,000	.....
Labor Day	1,000	1,000	.....
Public Institutions : —			
House of Industry	138,400	165,860	15,000
Lunatic Hospital	55,025	96,550	6,000
Office expenses	8,900	20,020	.....
Pauper expenses	151,269	188,743	10,000
Steamer "J. Putnam Bradlee" ..	19,275	19,276	.....
Marcella-st. Home	49,675	48,400	.....
Retreat for the insane	32,294	.....	.....
Home for Paupers, Rainsford's and Long Islands	75,375	76,957	5,000
Almshouse, Charlestown	21,285	18,000	.....
Austin Farm, New Building		30,000	30,000
Dining-room		1,500	1,500
Long Island, Barn		5,000	5,000
Hospital		125,000	125,000
Morgue		1,000	.....
Lands	5,000	5,000	3,000
Library	124,375	151,775	11,680
Record Commissioners	5,000	5,000	.....
Registration of Voters	43,000	46,000	.....
<i>Carried forward</i>	\$8,580,446	\$13,145,599	\$3,978,128

	Appropriations 1889-90.	Estimates 1890-91.	Amounts not allowed by Mayor.
<i>Brought forward</i>	\$8,580,446	\$13,145,599	\$3,978,128
Election expenses	36,000	81,183	11,183
Salaries	29,100	31,000	.....
School Instructors	1,331,540	1,369,400	19,400
Expenses School Committee	85,600	98,400	8,400
Salaries Officers	58,300	59,500	.....
Janitors	102,000	104,500	.....
Fuel, gas, and water	80,000	80,200	.....
Houses, Public Buildings	214,000	253,500	25,000
Hancock School-house, repairs	3,000	.....	.....
High School-house, Roxbury, furniture .....	.....	20,000	148,000
Flag-poles for School-houses .....	.....	10,000	
Gibson School-house, heating-apparatus, etc. ....	.....	6,000	
Prince School-house, yard-wall .....	.....	1,000	
Stoughton School-house, heating-apparatus, etc. ....	.....	6,000	
New Stairways, protection from fire, .....	.....	50,000	
Heat-Regulators, Johnson Valve Service .....	.....	5,000	
Improvement in ventilation .....	.....	50,000	
Sealers of Weights and Measures ..	10,667	12,991	2,300
Sewer Department.	268,230	1,053,478	753,478
Improved Sewerage, construction, .....	.....	395,250	395,250
South Cove District .....	.....	100,000	100,000
Savin Hill " .....	.....	50,000	50,000
Breed's Island " .....	.....	50,000	50,000
From Roslindale to West Roxbury, .....	.....	85,000	85,000
Land for Stable, Brighton. ....	.....	2,000	.....
<i>Carried forward</i>	\$10,798,883	\$17,120,001	\$5,626,139

	Appropriations 1889-90.	Estimates 1890-91.	Amounts not allowed by Mayor.
<i>Brought forward</i>	\$10,798,883	\$17,120,001	\$5,626,139
New Catch-basins		30,000	30,000
Stony Brook Improvement		32,000	17,000
Sinking-Fund Commissioners	2,500	2,500	
Soldiers' Relief	30,000	42,000	
Surveyor's Department	35,000	38,500	
Treasurer's "	38,000	38,050	
West Boston and other Bridges	14,667	14,265	
Widening Streets	27,000	171,343	125,000
Bothnia street	5,000		
Kneeland street		150,000	150,000
Harrison avenue		225,000	225,000
North street		135,000	135,000
Ham's court, Charlestown	7,000		
Heath street, Roxbury	9,000		
Shirley street	2,000		
Hunneman street, Roxbury	8,000		
L street, So. Boston	10,000		
Washington street		30,000	30,000
	\$10,987,050	\$18,028,659	\$6,338,139
County of Suffolk	520,000	550,000	20,000
House of Correction	101,193	111,400	10,000
County Debt	46,783	59,629	
Interest	70,215	108,265	
	\$11,725,241	\$18,857,953	\$6,368,139

AMOUNT AVAILABLE FOR 1890-91.

The average valuation for five years, less abatements, is \$733,736,943

\$9 on a thousand will bring \$6,603,632
 Estimated income 2,470,240
 County exemption 425,000

\$9,498,872

City Debt : —

Requirements of Sinking Funds . \$1,188,005
 Interest 1,635,043

County Debt : —

Requirements of Sinking Fund . 42,629
 Principal 17,000
 Interest 108,265

2,990,942

Total amount that may be appropriated . \$12,489,814

ESTIMATED INCOME FOR THE YEAR 1890-91.

Armories	\$4,500 00
Board of Health and Quarantine	4,500 00
Bridges	300 00
City Hospital	41,850 00
City Messenger	40 00
Collector's Department	4,000 00
Deeds, Real Estate Advertising	6,500 00
Corporation Tax	600,000 00
East Boston Ferries	145,000 00
Fees	7,900 00
Fire Department	1,000 00
Health Department	37,900 00
Inspection of Milk and Vinegar	550 00
Interest	120,000 00
Liquor License Revenue	565,000 00
Markets	500 00
Outstanding Taxes	400,000 00
Overseers of the Poor	12,500 00
Paving Department	15,000 00
Police Department	11,000 00
Public Institutions	41,000 00
Rents	100,000 00
Schools	37,000 00
Sealer of Weights and Measures	3,500 00
Sewer Department	25,000 00
West Boston and other bridges	700 00
Excess of actual income and taxes over estimated of the previous financial year	100,000 00
	\$2,285,240 00
County of Suffolk	185,000 00
	<u>\$2,470,240 00</u>

ANNUAL ESTIMATES.

1890-91.

CITY OF BOSTON.

CITY AUDITOR'S OFFICE, Feb. 21, 1890.

TO THE HONORABLE THE CITY COUNCIL :—

In accordance with requirements of Chap. 14, Sect. 6, of the Revised Ordinances of 1885, the undersigned herewith submits the estimates of the boards and departments for the financial year 1890-91, commencing May 1, 1890, and ending with April 30, 1891, exclusive of the State and armory taxes.

Total of estimates for the City of Boston	. \$18,028,659 00
“ “ “ County of Suffolk,	829,294 00
Total for city and county	. . . \$18,857,953 00

Average valuation for five years, less abatements, as per Assessors' report	. \$733,736,943 00
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\$9 on a thousand of valuation amounts to	.	\$6,603,632	00
Estimated income		2,470,240	00
County tax exempted		425,000	00

\$9,498,872 00

Requirements of city debt:

percentages \$1,188,005

Requirements of city debt:

interest 1,635,043

Requirements of county debt, 42,629

Principal of county debt . 17,000

Interest on county debt . 108,265

2,990,942 00

Making a total tax levy that may be appropriated of

\$12,489,814 00

Herewith will be found the usual tables of comparison of estimates for 1890-91, with appropriations for the four previous years, the estimates of income for five years, and the communications received from the departments.

Respectfully submitted,

JAMES H. DODGE,

City Auditor.

ANNUAL ESTIMATES, 1890-91.

ESTIMATED EXPENDITURES.

An estimate of the amount of money which will be required to meet the payments to be made on account of the CITY OF BOSTON and the COUNTY OF SUFFOLK, for the financial year 1890-91, commencing with the first day of May, 1890, and ending with the thirtieth day of April, 1891.

CITY OF BOSTON.

ADVERTISING. — For advertising in daily and weekly newspapers in the city, not chargeable to other appropriations	\$2,000 00
ARCHITECT'S DEPARTMENT. — For details of estimate see page 33	25,000 00
ARMORIES. — For details of estimates see page 33	25,000 00
ASSESSORS' DEPARTMENT. — For details of estimate see page 34	115,000 00
AUDITOR'S DEPARTMENT. — For details of estimate see page 35	26,700 00
BOARD OF HEALTH:—	
Board of Health	\$97,000 00
Evergreen Cemetery	1,500 00
Public Baths	18,000 00
Quarantine Department	17,000 00
	133,500 00

For details of estimates see page 35.

BRIDGES:—

Current expenses	\$146,180 00
Berkeley-street bridge over B. & A. R.R.	30,000 00
Ferdinand-street bridge over B. & A. R.R.	25,000 00
Cambridge-street bridge, Allston	50,000 00
Chelsea-street bridge	12,000 00
Bridges in Charles river	15,400 00
Savin Hill avenue-bridge and street	5,000 00

<i>Amounts carried forward,</i> \$283,580 00	\$327,200 00
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<i>Amounts brought forward</i> , \$283,580 00	\$327,200 00
Harvard bridge, construction, \$10,000 00	
Harvard bridge, maintenance, 3,650 00	
	13,650 00
	297,230 00
CITY CLERK'S DEPARTMENT. — For details of estimate <i>see</i> page 44	26,700 00
CITY DEBT. — Amount required under Chap. 29 of the Public Statutes and Chap. 16 of Revised Ordinances, for the Sinking- Funds, <i>see</i> page 45. (<i>See, also</i> , County of Suffolk)	1,188,005 00
CITY HOSPITAL : —	
City Hospital	\$240,770 00
Electric-lighting plant	21,000 00
Boiler-house	6,000 00
	267,770 00
For details of estimates <i>see</i> page 46.	
CITY MESSENGER'S DEPARTMENT. — For de- tails of estimate <i>see</i> page 48	23,920 00
CITY REGISTRAR'S DEPARTMENT. — For de- tails of estimate <i>see</i> page 49	14,800 00
COLLECTOR'S DEPARTMENT. —	
Regular expenses	\$67,410 00
Deeds, real estate adver- tising, etc.	4,000 00
	71,410 00
For details of estimate <i>see</i> page 50.	
COMMON, ETC. : —	
Common, etc.	\$79,079 00
Concrete walks and asphalt tiles : —	
Common and Public Garden, 15,701 00	
South Boston, Independ- ence square	600 00
Gymnasium, Norris park	9,000 00
Improvement of Belmont square	1,000 00
Improvement of Blackstone and Franklin squares	3,000 00
Improvement of Cedar square	250 00
Improvement of Central square	1,500 00
<i>Amounts carried forward</i> , \$110,130 00	\$2,217,035 00

<i>Amounts brought forward,</i>	\$110,130 00	\$2,217,035 00
Improvement of Highland park	500 00	
Improvement of Linwood park	500 00	
Improvement of Maverick square	700 00	
Improvement of Meeting-house Hill	500 00	
Improvement of Putnam square	800 00	
Street trees	10,000 00	
Public Garden, curb about pond	1,500 00	
Wooden fence, Beacon-street Mall Common	674 00	
		125,304 00
For details of estimates <i>see</i> page 51.		
CONTINGENT FUND, MAYOR. — For the contingent expenses of the Mayor		1,500 00
CONTINGENT FUND, BOARD OF ALDERMEN. — For the contingent expenses of the Board of Aldermen		3,000 00
CONTINGENT FUND, COMMON COUNCIL		
For the contingent expenses of the Common Council		6,000 00
CONTINGENT FUND, JOINT COMMITTEES. —		6,000 00
EAST BOSTON FERRIES : —		235,000 00
For details of estimate <i>see</i> page 54.		
ENGINEER'S DEPARTMENT. — For details of estimates <i>see</i> page 57		36,000 00
EXECUTIVE DEPARTMENT. — For details of estimate <i>see</i> page 58		21,500 00
FIRE DEPARTMENT, ETC. : —		
Fire Department	\$966,914 00	
Fire-Alarm Telegraph	36,971 00	
		1,003,885 00
For details of estimates <i>see</i> page 58.		
HEALTH DEPARTMENT. — For details of estimate <i>see</i> page 61		597,943 00
INCIDENTAL EXPENSES. — For entertaining distinguished visitors and delegations from other city governments ; rewards ; legal expenses and judgments against the city for accidents, not chargeable to any other		
<i>Amount carried forward,</i>		\$4,253,167 00

<i>Amount brought forward,</i>	\$4,253,167 00
appropriation; also other expenditures not provided for, or chargeable under some other head.	
Judgments, legal expenses, etc.	\$50,000 00
Reception of guests	5,000 00
Reception of Grand Army	25,000 00
	80,000 00
INSPECTION OF BUILDINGS. — For details of estimate <i>see</i> page 63	64,475 00
INSPECTION OF MILK AND VINEGAR. — For details of estimate <i>see</i> page 64	11,690 00
INSPECTION OF PROVISIONS. — For details of estimate <i>see</i> page 66	2,425 00
INTEREST. — For the payment of the interest on the city debt, exclusive of the water loans and county debt, and the interest on such temporary loans as may be needed during the year in anticipation of the taxes	1,635,043 00
LAMP DEPARTMENT. — For details of esti- mate <i>see</i> page 66	620,565 00
LAW DEPARTMENT. — For details of esti- mate <i>see</i> page 68	29,000 00
LIQUOR LICENSE EXPENSES. — The expenses of executing the law to be defrayed from the receipts.	
MARKETS. — For details of estimate <i>see</i> page 68	12,000 00
MOUNT HOPE CEMETERY. — For details of estimate <i>see</i> page 69	10,000 00
OVERSEERS OF THE POOR: —	
Overseers of the Poor	\$101,650 00
Temporary Home	7,500 00
Lodge for Wayfarers	11,000 00
	120,150 00
For details of estimates <i>see</i> page 71.	
PARK DEPARTMENT: —	
Park Department, office ex- penses	\$7,500 00
Parks, maintenance	64,000 00
Park Nursery	6,500 00
	78,000 00
For details of estimates <i>see</i> page 72.	
<i>Amount carried forward,</i>	\$6,916,515 00

<i>Amount brought forward,</i>	\$6,916,515 00
PAVING DEPARTMENT : —	
Regular expenses . . . \$1,280,000 00	
Extra work . . . 2,537,850 00	
	3,817,850 00
For details of estimate see page 73.	
POLICE DEPARTMENT : —	
Police Department . . . \$1,161,547 00	
Station-house matrons and	
House of Detention . . . 9,606 00	
	1,171,153 00
For details of estimate see page 88.	
PRINTING AND STATIONERY. — For details of	
estimate see page 89	48,500 00
PUBLIC BUILDINGS. — For details of esti-	
mate see page 90	163,500 00
PUBLIC CELEBRATIONS : —	
May 30, 1890 \$6,000 00	
June 17, 1890 5,000 00	
July 4, 1890 12,000 00	
Labor Day, Sept. 3, 1890 . . . 1,000 00	
	24,000 00
PUBLIC INSTITUTIONS : —	
House of Industry \$165,860 00	
Lunatic Hospital, and out-	
lying ward at Austin Farm, . . . 96,550 00	
Office expenses 20,020 00	
Pauper expenses : —	
Regular ex-	
penses . \$164,025 00	
Amount due	
the Com-	
monwealth	
of Massa-	
chusetts . 24,717 59	
	188,743 00
Steamer "J. Putnam Brad-	
lee" 19,276 00	
Marcella-street Home . . . 48,400 00	
Home for Paupers, Rains-	
ford's and Long Islands . . . 76,957 00	
Almshouse, Charlestown . . . 18,000 00	
Austin Farm, new building . . . 30,000 00	
" new dining-	
room 1,500 00	
<i>Amounts carried forward,</i>	\$665,306 00 \$12,141,518 00

<i>Amounts brought forward,</i>	\$665,306 00	\$12,141,518 00
Long Island, barn . . .	5,000 00	
hospital . . .	125,000 00	
morgue . . .	1,000 00	
		796,306 00

(*See County of Suffolk for
House of Correction.*)

For details of estimates *see* page 91.

PUBLIC LANDS. — For estimate *see* page 98, 5,000 00

PUBLIC LIBRARY — For details of estimate
see page 98 151,775 00

RECORD COMMISSIONERS. — For details of
estimate *see* page 99 5,000 00

REGISTRATION OF VOTERS, ETC. : —

Registration of voters . . \$46,000 00

Election expenses . . . 81,183 00

For details of estimates *see* page 100 . 127,183 00

SALARIES. — For payment of the salaries of
the Aldermen, the Clerk of the Common
Council and his clerk and messenger, Clerk
of Committees, his assistant, and clerk-hire, 31,000 00

SCHOOLS AND SCHOOL-HOUSES : —

School Instructors . . \$1,369,400 00

School expenses, School
Committee, supplies, and
incidentals 98,400 00

Salaries of officers . . . 59,500 00

Salaries of Janitors . . . 104,500 00

Fuel, gas, and water . . . 80,200 00

School-houses, Public
Buildings 253,500 00

High School-house, Rox-
bury, furniture . . . 20,000 00

Flag-poles for school-
houses 10,000 00

Gibson School-house, heat-
ing-apparatus, etc. . . 6,000 00

Prince School-house, yard-
wall 1,000 00

Stoughton School-house,
heating-apparatus, etc. . 6,000 00

New stairways, protection
from panic and fire . . 50,000 00

Heat regulators, Johnson
valve-service 5,000 00

Amounts carried forward, \$2,063,500 00 \$13,257,782 00

Amounts brought forward, \$2,063,500 00 \$13,257,782 00
 Improvement in ventilation, 50,000 00

 2,113,500 00

For details of estimates *see* page 102.

SEALER OF WEIGHTS AND MEASURES : — 12,991 00

For details of estimates *see* page 110.

SEWER DEPARTMENT : —

Sewer Department . \$1,053,478 00

Improved Sewerage construction . . . 395,250 00

Sewers, Breed's Island District . . . 50,000 00

Sewers, Savin Hill District, 50,000 00

Sewers, South Cove District . . . 100,000 00

Sewer from Roslindale to West Roxbury . . 85,000 00

Land for stable, Brighton . 2,000 00

New catch-basins . . 30,000 00

Stony Brook Improvement, 32,000 00

 1,797,728 00

For details of estimates *see* page 111.

SINKING-FUND COMMISSIONERS. — For details of estimate *see* page 118 . . . 2,500 00

SOLDIERS' RELIEF. — For details of estimate *see* page 118 . . . 42,000 00

SURVEYOR'S DEPARTMENT. — For details of estimate *see* page 119 . . . 38,500 00

TREASURER'S DEPARTMENT. — For details of estimate *see* page 120 . . . 38,050 00

WATER-WORKS. — Cochituate Water-Works : —

Running expenses . \$426,020 00

Interest . 779,968 00

 \$1,205,988 00

Mystic Water-Works : —

Running expenses . \$157,060 00

Interest . 38,938 00

 \$195,998 00

Amount carried forward,

 \$17,303,051 00

<i>Amount brought forward,</i>	\$17,303,051 00
The expenses for Water-Works to be defrayed from the receipts. For details of estimates <i>see page 121.</i>	
WEST BOSTON AND OTHER BRIDGES. — For details of estimates <i>see page 124</i> . . .	14,265 00
WIDENING STREETS : —	
Widening streets (ordinary)	\$171,343 00
Widening Kneeland street	150,000 00
Harrison avenue	225,000 00
North street	135,000 00
Washington street, ...	30,000 00
	711,343 00
For details of estimates <i>see page 126.</i>	
Total estimated expenditures on account of the city of Boston	\$18,028,659 00

COUNTY OF SUFFOLK.

For the usual expenditures on County account, such as salaries of the Sheriff, Judges, and Clerks of the several Municipal District Courts, Clerks, and Assistant Clerks of the Supreme Judicial and Superior Courts, Officers of certain Courts, Medical Examiners, Clerk-hire of the Auditor and Treasurer of the County, Chaplain and officers of the Jail, Keeper of the County Court-house, expenses of the Registry of Deeds and Probate Officers, Indexes for the Registry of Deeds, arranging papers, in Probate Office, fees of witnesses, jurors, commitment of insane persons, keeping in repair and furnishing the Court-houses, the Jail, the Registry of Deeds, and the Probate Office ; also, fuel, light, printing, and stationery for the County Courts and offices ; supplies for the Jail, expenses of Fire Marshal's office, etc.	\$550,000 00
County Debt	59,629 00
Interest	108,265 00
House of Correction	111,400 00
	829,294 00
Total of estimates for City and County,	\$18,857,953 00

ESTIMATED INCOME, 1890-91.

Estimate of the income of the CITY OF BOSTON and COUNTY OF SUFFOLK, for the financial year 1890-91, commencing with the first day of May, 1890, and ending with the thirtieth day of April, 1891.

CITY OF BOSTON.

ARMORIES. — Amount receivable from the State for rent of armories furnished by the city for the volunteer militia, Chap. 14, Sect. 99, of the Public Statutes	\$4,500 00
BOARD OF HEALTH, QUARANTINE, ETC.	4,500 00
BRIDGES	300 00
CITY HOSPITAL. — For details <i>see</i> page 46	41,850 00
CITY MESSENGER. — For estimate <i>see</i> page 48	40 00
COLLECTOR'S DEPARTMENT. — Receipts from tax and other fees <i>see</i> page 50	4,000 00
CORPORATION TAX. — From the State of Massachusetts, the City of Boston's share of the Corporation tax	600,000 00
DEEDS, REAL ESTATE ADVERTISING. — For estimate <i>see</i> page 50	6,500 00
EAST BOSTON FERRIES. — For estimate <i>see</i> page 54	145,000 00
FEES, ETC. — From the City Clerk, for fees for recording mortgages of personal property and other sources . \$5,000 00	
From City Registrar, for certificates of marriage intentions	2,900 00
	7,900 00
FIRE DEPARTMENT. — From sales of manure and old materials	1,000 00
HEALTH DEPARTMENT. — For details <i>see</i> page 61	37,900 00
<i>Amount carried forward,</i>	\$853,490 00

<i>Amount brought forward,</i>	\$853,490 00
INSPECTION OF MILK AND VINEGAR. — For detail see page 64	550 00
INTEREST. — Receivable for interest on deposits, taxes, etc.	120,000 00
LIQUOR LICENSES	565,000 00
MARKETS. — Fees for weighing see page 68,	500 00
OUTSTANDING TAXES. — Estimated amount receivable from outstanding taxes . . .	400,000 00
OVERSEERS OF THE POOR. — For details of estimate see page 71	12,500 00
PAVING DEPARTMENT. — For estimate see page 73	15,000 00
POLICE DEPARTMENT	11,000 00
PUBLIC INSTITUTIONS. — For details of estimate see page 91	41,000 00
RENTS	100,000 00
SCHOOLS. — For details of estimate see page 102	37,000 00
SEALER OF WEIGHTS AND MEASURES. — For estimate see page 110	3,500 00
SEWER DEPARTMENT	25,000 00
WEST BOSTON AND OTHER BRIDGES . . .	700 00
EXCESS OF INCOME. — Excess of income and taxes over the amount estimated to be received, 1889-90	100,000 00
Estimated income on account of the City of Boston for 1890-91	\$2,285,240 00

COUNTY OF SUFFOLK.

From fines, costs, and fees payable into the County Treasury by the officers of the various Courts, Sheriff of the County, etc.	\$165,000 00
House of Correction	20,000 00
	185,000 00
	\$2,470,240 00

ANNUAL ESTIMATES.

Below, and on pages 15 to 29, may be found comparative tables of the estimates for 1890-91, with actual appropriations for 1886-87, 1887-88, 1888-89, and 1889-90, and of the estimated income for 1890-91, compared with that for 1886-87, 1887-88, 1888-89, and 1889-90.

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
Advertising	\$1,350	\$1,500	\$1,500	\$2,000	\$2,000		
Architect's Department	16,500	23,500	16,000	20,000	25,000	\$5,000	
Armories	27,000	27,000	32,185	32,600	25,000		\$7,600
Assessors' Department	109,000	114,000	110,000	115,000	115,000		
Auditor's Department	23,000	24,200	24,200	24,200	26,700	2,500	
Board of Health, viz.:—							
Board of Health	70,000	70,000	73,000	75,000	97,000	22,000	
Evergreen Cemetery	1,483	1,500	1,500	1,500	1,500		
Public Baths	16,000	16,000	18,000	16,000	18,000	2,000	
Quarantine Department	16,000	16,000	17,500	16,500	17,000	500	
Boston Harbor	4,000	5,000	5,000				
Bridges, viz.:—							
Bridges	90,000	92,000	90,000	90,000	146,180	56,180	
Albany-street Bridge	30,000						

Berkeley-street Bridge, over B. & A. R.R.	.	.	.	.	.	.	.	.	.
Congress-street Bridge	.	.	.	.	.	13,200	.	.	.
Ferdinand-street Bridge, over B. & A. R.R.	.	.	.	.	.	.	.	.	.
Mt. Washington-avenue Bridge	.	.	.	.	.	9,680	.	.	.
Western-avenue Bridge to Watertown	.	.	.	.	.	4,000	.	.	.
Chelsea-street Bridge	.	.	.	.	.	.	.	.	.
Building and Repairs of Culverts	.	.	.	.	.	2,500	.	.	.
Harvard Bridge, construction	.	.	.	.	.	.	.	.	.
" " maintenance	.	.	.	.	.	.	.	.	.
Bridges in Charles River	.	.	.	.	.	.	.	.	.
Savin Hill-avenue, Bridge and street	.	.	.	.	.	.	.	.	.
Cambridge street, Allston	.	.	.	.	.	.	.	.	.
Bunker Hill Tablets	.	.	.	.	.	.	.	4,000	.
Cedar Grove Cemetery	.	.	.	.	.	3,000	.	.	.
Chestnut-Hill Driveway	.	.	.	.	.	1,000	.	.	.
City Clerk's Department	.	.	.	.	.	21,000	21,000	21,500	.
City Debt	.	.	.	.	.	749,107	794,711	852,489	335,516
City Hospital, viz.:—	.	.	.	.	.	.	.	.	.
City Hospital	.	.	.	.	.	170,000	196,200	229,000	11,770
Building for Contagious Cases	.	.	.	.	.	5,000	.	.	.
" " furnishing	.	.	.	.	.	7,375	.	.	.
Building for Out-patients	.	.	.	.	.	10,000	16,000	.	.
Amounts carried forward	\$1,238,338	\$1,376,062	\$1,419,296	\$1,499,789	\$2,079,905	\$591,716	\$11,600		

Amounts carried forward

ANNUAL ESTIMATES FOR 1890-91. — Continued.

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
<i>Amounts brought forward</i>	\$1,238,338	\$1,376,062	\$1,419,296	\$1,499,789	\$2,079,905	\$591,716	\$11,600
Electric-Lighting Plant					21,000	21,000	
Boiler-house					6,000	6,000	
City Messenger's Department	18,000	19,852	19,852	21,620	23,920	2,300	
City Registrar's Department	12,550	13,400	14,000	14,160	14,800	640	
Collector's Department	52,000	52,500	58,800	61,565	67,410	5,845	
Deeds, real estate advertising, etc.					4,000	4,000	
Common and Public Squares, viz.: —							
Common and Public Squares	52,500	60,000	67,305	68,500	79,079	10,579	
Attucks Monument				1,000			1,000
Commonwealth ave., loam for trees		3,000					
Concrete Walks and Asphalt Tiles: —							
Common and Public Garden					15,701	15,701	
South Boston, Independence square					600	600	
Gymnasium, Norris Park					9,000	9,000	
Improvement of Belmont square					1,000	1,000	
Improvement of Blackstone and Franklin squares				6,000	3,000		3,000
Improvement of Cedar square					250	250	
Improvement of Central square					1,500	1,500	

Improvement of Highland Park	.	.	.	.	.	.	
Improvement of Linwood park	.	.	.	.	.	.	500
Improvement of Maverick square	.	.	.	.	.	.	500
Improvement of Meeting-house hill	.	.	.	.	.	.	700
Improvement of Norris park	.	.	.	.	.	.	500
Improvement of Putnam square	.	.	.	.	.	.	800
Playgrounds	.	.	.	.	.	.	10,000
Trees on streets	.	.	.	.	.	.	10,000
Public Garden bridge	.	.	.	.	.	.	674
Curb around pond	.	.	.	.	.	.	1,500
Greenhouses, Roxbury Canal Land	.	.	.	.	.	.	674
Wooden fence, Beacon-st. Mall, Common	.	.	.	.	.	.	674
Contingent Funds, viz.:—							
Mayor	1,000						1,500
Board of Aldermen	3,300						3,000
Common Council	3,750						6,000
Joint Committees	5,000						6,000
East Boston Ferries, viz.:—							
East Boston Ferries	190,000						235,000
New Piers, South Ferry, East Boston side							
Engineer's Department	30,000						36,000
Executive Department	21,000						21,500
Amounts carried forward	\$1,633,388	\$1,832,314	\$1,852,253	\$1,954,134	\$2,651,339	\$726,305	\$29,100

ANNUAL ESTIMATES FOR 1890-91. — *Continued.*

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
<i>Amounts brought forward</i>	\$1,633,388	\$1,832,314	\$1,852,253	\$1,954,134	\$2,651,339	\$726,305	\$29,100
Fire Department, viz.:—							
Fire Department	668,000	778,955	816,006	817,862	966,914	149,052	
Fire-Alarm Telegraph	30,000	31,005	33,634	35,054	36,971	1,917	
Health Department	447,000	525,000	510,000	500,000	597,943	97,943	
Improved Sewerage, maintenance (<i>see</i> Sewer Department, 1888-9)	60,000	70,820					
Incidental Expenses, Damages, etc.	55,000	40,000	30,000	35,000	50,000	15,000	
Reception of Guests			5,000	5,000	5,000		
“ “ Grand Army					25,000	25,000	
Inspection of Buildings	45,000	50,000	56,000	55,000	64,475	9,475	
Inspection of Milk and Vinegar	9,000	9,000	9,245	9,140	11,690	2,550	
Inspection of Provisions		2,300	2,900	2,525	2,425		100
Interest	1,504,652	1,599,623	1,599,367	1,523,023	1,635,043	112,020	
Lamp Department	525,000	575,000	567,500	593,081	620,565	27,484	
Law Department	23,700	23,500	23,500	29,000	29,000		
Markets	9,700	9,900	9,850	9,750	12,000	2,250	
Mount Hope Cemetery	12,000	10,000	10,000		10,000	10,000	
Removal of Gravel	2,000	2,000					

Old Claims	2,000								
Overseers of the Poor, viz.:—									
Overseers of the Poor	93,000	99,500	98,250	101,600	101,650	50			
Lodge for Wayfarers	9,500	7,000	7,250	9,500	11,000	1,500			
Temporary Home	7,500	8,500	9,500	7,250	7,500	250			
Park Department, viz.:—									
Park Department, Office Expenses	6,500	6,500	6,500	7,500	7,500	. . .			
Parks, Maintenance of		15,000	20,000	35,000	64,000	29,000			
Park Nursery	5,000	5,000	5,000	6,000	6,500	500			
Paving Department, viz.:—									
Paving Department, General Expenses	700,000	850,000	675,000	648,229	3,817,850	3,169,621			
Beacon street, from Commonwealth ave. to St. Mary's street			40,000						
Boylston-street bridge		35,000							
“ “ extension			10,000						
Bunker Hill street, paving			20,000						
Bennington and other streets, East Boston			17,000						
Care and removal of snow		50,000							
Commonwealth avenue, Brighton avenue to Chestnut Hill avenue			40,000						
Paving wharf		50,000							
Stable, Brighton		5,000							
Bolton-street bridge				1,000					1,000
Amounts carried forward	\$5,847,940	\$6,690,917	\$6,473,755	\$6,384,648	\$10,734,365	\$4,379,917	\$30,200		

ANNUAL ESTIMATES FOR 1890-91. — Continued.

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
<i>Amounts brought forward</i>	\$5,847 940	\$6,690,917	\$6,473,755	\$6,384,648	\$10,734,365	\$4,379,917	\$30,200
Byron street, etc.				8,600			8,600
Coleridge street				5,000			5,000
Commonwealth avenue, bridle-path				20,000			20,000
Cottage street, East Boston, foot-way				12,600			12,600
E street, between Eighth and Old Colony R.R.				3,000			3,000
First street, between F and Dorchester				10,000			10,000
Hampdens treet				15,000			15,000
Harrison avenue, between Waltham and East Newton . .				5,000			5,000
Homestead street, between Harold and Walnut				1,000			1,000
Kent street, Roxbury				500			500
Middlesex street, between Chapman and Dover				3,300			3,300
Newbury street				15,000			15,000
Ninth street, between E and Dorchester				7,000			7,000
North Russell street				5,000			5,000
Ontario, Foundry, and Colony streets				10,000			10,000
Parmenter street				5,000			5,000
Shay's Hill, East Boston				8,125			8,125
South, Centre, and Spring streets, West Roxbury :				15,000			15,000

Tremont street, plank-walk					600			600
Ward street, Ward 22					9,000			9,000
Williams street, Charleston					2,000			2,000
Police Department	980,000	1,090,000	1,158,448	1,161,547	1,090,294	1,161,547	71,253	
Station-House Matrons and House of Detention			23,524	9,606	9,706	9,606		100
Printing and Stationery	40,000	47,000	46,000	48,500	46,500	48,500	2,000	
Public Buildings and Land, viz.:—								
Public Buildings	100,000	115,000	132,000	163,500	135,700	163,500	27,800	
Engine-House No. 6		25,000						
Engine-House, Saratoga street	5,000							
“ “ and site, Charleston		3,000						
Public Celebrations:—								
May 30	5,000	5,000	5,800	6,000	6,000	6,000		
June 17	3,000	3,000	4,000	5,000	5,000	5,000		
July 4	12,000	12,000	12,000	12,000	12,000	12,000		
Labor Day				1,000	1,000	1,000		
Public Institutions, viz.:—								
House of Industry	185,000	185,000	160,000	165,860	138,400	165,860	27,460	
Lunatic Hospital	59,000	60,000	50,000	196,550	55,025	196,550	41,525	
Office Expenses	8,500	8,905	8,900	20,020	8,900	20,020	11,120	
Pauper Expenses	160,000	143,000	148,600	188,743	151,269	188,743	37,474	
Amounts carried forward	\$7,405,440	\$8,387,822	\$8,223,027	\$12,612,601	\$8,205,167	\$12,612,601	\$4,598,549	\$191,025

¹ Including Institution at Austin Farm.

ANNUAL ESTIMATES FOR 1890-91. — *Continued.*

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
<i>Amounts brought forward</i>	\$7,405,440	\$8,387,822	\$8,223,027	\$8,205,167	\$12,612,691	\$4,598,549	\$191,025
Steamer "J. Putnam Bradlee"	17,000	18,125	19,550	19,275	19,276	1	
Marcella-st. Home	39,500	42,625	46,475	49,675	48,400		1,275
Almshouse, Austin Farm	29,000						
Retreat for Insane, Dorchester (Asylum for Insane, Austin Farm, 1887-88)		30,000	25,950	32,294			32,294
Home for Paupers, Rainsford's and Long Islands . .		45,000	70,000	75,375	76,957	1,582	
Almshouse, Charlestown	17,000	17,303	19,000	21,285	18,000		3,285
" " , repairs		3,000					
Marcella-st. Home, improvements		6,000					
Home for Paupers, Long Island	4,000						
Austin Farm, new building					30,000	30,000	
" " Dining-room					1,500	1,500	
Fences, Lunatic Hospital grounds		3,000					
Asylum for Insane at Austin Farm, alterations . .		3,000					
Barn, Long Island					5,000	5,000	
Hospital, Long Island					125,000	125,000	
Morgue, Long Island					1,000	1,000	
Public Lands	2,000	3,000	3,000	5,000	5,000		

Public Library	120,000	115,000	123,500	124,375	151,775	27,400	
Record Commissioners	4,000	5,000	5,000	5,000	5,000		
Registration of Voters, and Election Expenses, viz.:—							
Registration of Voters	30,000	30,000	30,000	43,000	46,000	3,000	
Election Expenses	13,000	13,000	13,000	36,000	81,183	45,183	
Reserved Fund	25,000	75,000					
Salaries	11,000	11,000	11,000	29,100	31,000	1,900	
Schools and School-houses, viz.:—							
School Instructors	1,200,000	1,242,088	1,269,678	1,331,540	1,369,400	37,860	
School Expenses, School Committee	225,000	240,000	210,322	85,600	98,400	12,800	
Salaries of Officers, School Committee	59,000	57,760	58,180	58,300	59,500	1,200	
Janitors, School Committee				102,000	104,500	2,500	
Kindergartens			20,000				
Fuel, gas, and water				80,000	80,200	200	
School-houses, Public Buildings	165,000	175,000	206,000	214,000	253,500	39,500	
Primary School-house, Blossom street, building	12,000						
Grammar School-house, Comins District:—							
Building	18,000	6,000					
Grammar School-house, Minot District:—							
Building	3,000						
Grammar School-house, Dudley street	40,000						
Grammar School-house, Dudley street, furniture		7,000					
Amounts carried forward	\$9,438,940	\$10,535,723	\$10,353,682	\$10,516,986	\$15,223,282	\$4,934,175	\$227,879

ANNUAL ESTIMATES FOR 1890-91. — Continued.

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
<i>Amounts brought forward</i>	\$9,438,940	\$10,535,723	\$10,353,682	\$10,516,986	\$15,223,282	\$4,934,175	\$227,879
Grammar School-house, Bennett District	5,000						
Grammar School-house, Bennett District, furniture	3,000						
Grammar School-house, H st., South Boston, building		15,000					
Hancock School-house, repairs				3,000			3,000
High School-house, Roxbury		50,000					
Furniture					20,000	20,000	
Cushman School-house, heating-apparatus and removal of water-closets		5,000					
Everett School-house, heating-apparatus and water- closets		8,000					
Flag-poles for school-houses					10,000	10,000	
Franklin School house, water-closets		3,000					
Gibson School-house, heating apparatus, etc.					6,000	6,000	
Prince School-house, yard-wall					1,000	1,000	
Rice School-house, water-closets		4,000					
Stoughton School-house, heating-apparatus, etc.					6,000	6,000	
New stairways, protection from panic and fire					50,000	50,000	
Heat regulators, Johnson valve-service					5,000	5,000	
Improvement in ventilation					50,000	50,000	

Sealer of Weights and Measures	10,600	10,936	11,056	10,667	12,991	2,324	
Sewer Department, includes from 1888-89 maintenance of Improved Sewerage	150,000	150,000	261,361	268,230	1,053,478	785,248	
Improved sewerage construction					395,250	395,250	
Sewers, Breed's Island District					50,000	50,000	
Savin Hill District					50,000	50,000	
South Cove District					100,000	100,000	
Sewer from West Roslindale to West Roxbury					85,000	85,000	
Land for stable, Brighton district					2,000	2,000	
New catch-basins					30,000	30,000	
Stony Brook Improvement					32,000	32,000	
Sinking-Fund Commissioners	2,500	2,500	2,500	2,500			
Soldiers' Relief	60,000		15,000	30,000	42,000	12,000	
Stony Brook Improvement, work on old echannel	10,950						
Surveyor's Department	31,000	32,000	33,500	35,000	38,500	3,500	
Temporary Loan	175,000						
Treasurer's Department	37,000	38,000	38,000	38,000	38,050	50	
West Boston and other Bridges	12,000	8,200	6,764	14,667	14,265		402
Widening Streets, viz.:—							
Widening streets	40,000	50,000	23,000	27,000	171,343	144,343	
Bothnia street				5,000			5,000
Extension of Kneeland place	13,000						
<i>m</i> Amounts carried forward	\$9,988,990	\$10,912,359	\$10,744,863	\$10,951,050	\$17,488,659	\$6,773,890	\$236,281

ANNUAL ESTIMATES FOR 1890-91. — *Concluded.*

	Appropriation 1886-87.	Appropriation 1887-88.	Appropriation 1888-89.	Appropriation 1889-90.	Estimates 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
<i>Amounts brought forward</i>	\$9,988,990	\$10,912,359	\$10,744,863	\$10,951,050	\$17,488,659	\$6,773,890	\$236,281
Widening Kneeland street					150,000	150,000	
Widening Harrison avenue					225,000	225,000	
North street					135,000	135,000	
Green's alley, widening, South Boston			6,000				
Greenwood street, Marcella street to Centre street			7,500				
Ham's court, Charlestown				7,000			7,000
Heath street, Roxbury				9,000			9,000
Hollis place, Roxbury			11,000				
Hunneman street, Roxbury				8,000			8,000
L street, South Boston				10,000			10,000
Shirley street				2,000			2,000
Washington street					30,000	30,000	
Commonwealth avenue, widening		125,000					
Willard street, extension			12,500				
Total for the City of Boston	\$9,988,990	\$11,037,359	\$10,781,863	\$10,987,050	\$18,028,659	\$7,313,890	\$272,281

County of Suffolk	425,000	450,000	450,000	520,000	550,000	30,000	
House of Correction	93,000	90,000	95,000	101,193	111,400	10,207	
County Debt	17,000	17,000	31,219	46,783	59,629	12,846	
County Interest	29,700	59,735	92,225	70,215	108,265	38,050	
Totals	\$10,553,690	\$11,654,094	\$11,450,307	\$11,725,241	\$18,857,953	\$7,404,993	\$272,231

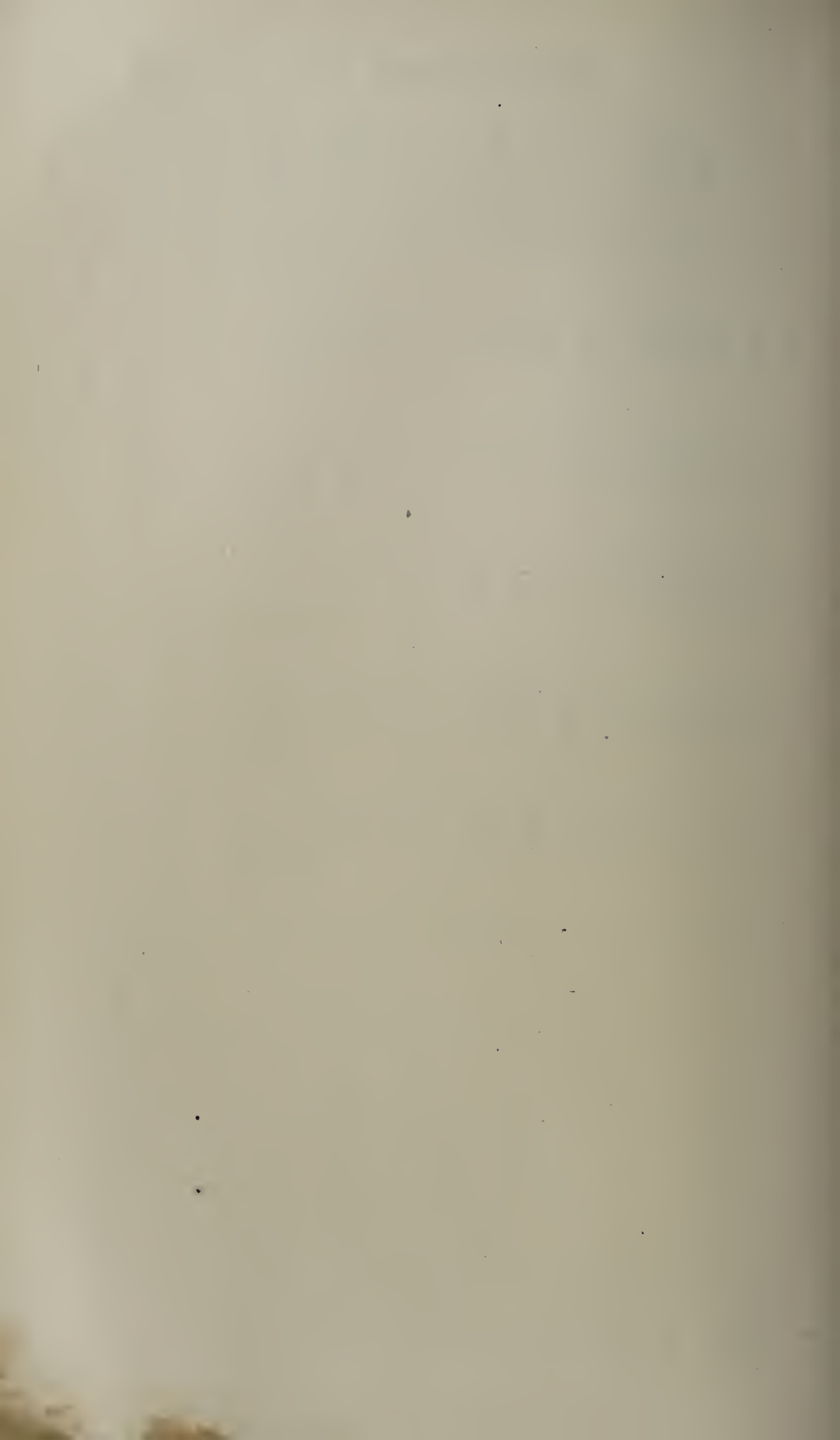
The following table shows the estimated income for five years, also the increase or decrease in each item in this year's estimate over that of last year.

	Estimated 1886-87.	Estimated 1887-88.	Estimated 1888-89.	Estimated 1889-90.	Estimated 1890-91.	Increase over 1889-90.	Decrease from 1889-90.
Armories	\$10,000	\$9,500	\$9,500	\$9,500	\$4,500		\$5,000
Board of Health and Quarantine	11,700	4,000	4,500	4,500	4,500		
Bridges	500	200	200	200	300	\$100	
City Hospital	18,000	20,000	25,300	29,850	41,850	12,000	
City Messenger			30	40	40		
Collector's Department	4,000	4,000	4,000	4,000	4,000		
Corporation Tax	550,000	575,000	575,000	600,000	600,000		
County of Suffolk	100,000	125,000	170,000	185,000	185,000		
Deeds, Real Estate advertising					6,500	6,500	
East Boston Ferries	160,000	165,000	130,000	135,000	145,000	10,000	
Fees	7,800	7,500	7,700	7,800	7,900	100	
Fire Department	1,500	2,000	2,000	2,000	1,000		1,000
Health Department	37,700	32,000	34,200	31,500	37,900	6,400	
Inspection of Milk and Vinegar	3,450		650	550	550		
Interest	100,000	125,000	125,000	120,000	120,000		
Liquor License Revenue		350,000	390,000	340,000	565,000	225,000	

ANNUAL ESTIMATES.

29

Markets	50	500	500	500	500	500
Outstanding Taxes	430,000	415,000	450,000	375,000	400,000	
Overseers of the Poor	16,540	15,800	13,500	13,450	12,500	
Paving Department	25,000	25,000	22,000	25,000	15,000	
Police Department	8,300	8,300	11,000	11,000	11,000	
Public Institutions	100,000	93,000	43,000	43,500	41,000	
Public Library	2,500	3,000				
Rents	100,000	100,000	100,000	100,000	100,000	
Schools	26,000	27,000	28,000	35,000	37,000	2,000
Sealer of Weights and Measures	3,000	3,000	3,000	3,000	3,500	500
Sewer Department	150,000	50,000	22,000	31,000	25,000	
West Boston and other Bridges				700	700	
Unclaimed Drafts	2,000					
Excess of Liquor License Revenue Previous Year	355,000	265,000				
Excess of Actual Income and Taxes over Estimated In- come and Taxes Previous Financial Year	300,000	175,000	90,000	300,000	100,000	
Totals	\$2,523,490	\$2,599,800	\$2,261,080	\$2,408,090	\$2,470,240	\$287,600
						\$225,450



COMMUNICATIONS
OF
BOARDS AND DEPARTMENTS
ACCOMPANYING THE
ANNUAL ESTIMATES
FOR
1890-91.

ADVERTISING.

CITY HALL, BOSTON, Feb. 1, 1890.

I estimate the expenses for advertising for the next financial year at \$2,000.

JAMES H. DODGE,
City Auditor.

ARCHITECT'S DEPARTMENT.

CITY HALL, Feb. 4, 1890.

Mr. JAMES H. DODGE, *City Auditor*: —

SIR, — In response to your request for a detailed estimate of the department expenses for the fiscal year 1890 and 1891, I respectfully submit the following: —

Salaries of Architect and assistants . . .	\$21,560 00
Horse-keeping, supplies and repairs . . .	800 00
Draughting materials	1,200 00
Printing and stationery	800 00
Telephone service	240 00
Incidentals, including books, papers, photographs, car-fares, postage, and other small office expenses	400 00
	<u>\$25,000 00</u>

Respectfully,

H. H. ATWOOD,
City Architect.

ARMORIES.

OFFICE OF SUPERINTENDENT OF PUBLIC BUILDINGS,

Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I herewith submit the following detailed estimate for the appropriation for armories for the coming fiscal year: —

For rents and taxes	\$20,000 00
“ rents of grounds for rifle-practice	1,300 00
“ gas, fuel, and electric lights	2,500 00
“ repairs, care, cleaning, and janitor's service	1,200 00
	\$25,000 00

The above amounts are for a period of six months only, as it is expected the new State Armory will be ready for occupancy after that time.

Yours respectfully,
JAS. C. TUCKER,
Supt. Public Buildings.

ASSESSORS' DEPARTMENT.

Boston, Feb. 14, 1890.

JAMES H. DODGE, Esq., *Auditor*:—

DEAR SIR,—The Board of Assessors herewith transmit to you estimates of the amounts which will be required to meet the expenses of the Assessors' Department for the financial year, commencing on the first day of May, 1890, and ending April 30, 1891:—

1 Assessor (Chairman)	\$3,500 00	
1 “ (Secretary)	3,200 00	
3 Assessors, \$3,000 each	9,000 00	
		\$15,700 00
37 First Assistant Assessors:—		
41 days at \$7	\$287	} 707 × 37
Dooming sessions	350	
Review, 10 days, at \$7	70	
37 Second Assistant Assessors:—		
41 days, at \$5	\$205	} 255 × 37
Review, 10 days, at \$5	50	
Clerical services, office and street duty		53,000 00
Printing and stock		6,000 00
Stationery		3,000 00
J. G. Martin, stock quotations, etc.		500 00
Advertising		500 00
Carriage-hire for outlying wards		350 00
Maps, plans, directories, etc.		356 00
		\$115,000 00

Very respectfully, for the Board of Assessors,

JOSHUA S. DUNCKLEE,
Secretary.

AUDITOR'S DEPARTMENT.

AUDITOR'S OFFICE, Feb. 1, 1890.

The amount which will be required to meet the expenses of the Auditor's Department during the financial year 1890-91 is as follows :—

Salaries :	{ Auditor . . .	\$5,000 00	
	{ Subordinates . .	20,200 00	
			\$25,200 00
Stationery, printing, postage, messenger			
service, etc.			1,500 00
			\$26,700 00

JAMES H. DODGE,

City Auditor.

BOARD OF HEALTH, ETC.

BOARD OF HEALTH, 12 BEACON STREET,

BOSTON, Feb. 7, 1890.

At a meeting of the Board of Health, this day, it was voted to submit the accompanying estimates as the amount necessary to defray the expenses of the department in its charge.

Attest :

C. E. DAVIS, JR.,

Clerk.

BOARD OF HEALTH.

Salaries	\$9,000 00
Clerk-hire	10,000 00
Messenger	600 00
Inspectors of Nuisance	25,900 00
Veterinary Inspector	1,500 00
City Physician and Assistant, ...	4,200 00
Small-pox and other conta-	
gious diseases	2,450 00
Disinfection	11,200 00
Nuisances	10,000 00
Urinals	8,550 00
Burial-grounds	6,600 00
Care of City hearse	100 00

Amount carried forward, \$90,100 00

<i>Amount brought forward,</i>		\$90,100 00	
Postage	.	.	600 00
Telephone	.	.	400 00
Travelling expenses for officers	.	.	1,200 00
Office expenses	.	.	400 00
Vaccinating	.	.	425 00
Horse and vehicle, Board of Health	.	.	600 00
Horse and vehicle, City Physician	.	.	1,300 00
Stationery	.	.	400 00
Printing	.	.	1,500 00
Advertising	.	.	75 00
			<u>\$97,000 00</u>

BATH-HOUSES.

Labor	.	.	\$12,500 00
Rent	.	.	1,000 00
Lumber	.	.	1,000 00
Iron and hardware	.	.	700 00
Paints, oils, etc.	.	.	150 00
Supplies	.	.	400 00
Water rates	.	.	50 00
Teaming	.	.	150 00
Other expenses	.	.	50 00
Two new bath-houses	.	.	2,000 00
			<u>\$18,000 00</u>

QUARANTINE.

Port Physician, salary	.	.	\$1,200 00
Port Physician, Assistant, salary	.	.	1,000 00
Gallop's Island, subsistence	.	.	1,200 00
“ repairs	.	.	300 00
“ supplies	.	.	300 00
“ fuel	.	.	200 00
“ labor	.	.	1,500 00
“ advertising	.	.	20 00
“ vaccinating and fumigating	.	.	90 00
Steamer “ Vigilant,” subsistence,	.	.	1,200 00
“ repairs	.	.	1,700 00

Amount carried forward, \$8,710 00

<i>Amount brought forward,</i>	\$8,710 00	
Steamer "Vigilant," supplies .	800 00	
“ fuel . . .	2,100 00	
“ Water rates,	100 00	
“ labor . . .	4,740 00	
“ printing . . .	20 00	
“ medicines . . .	30 00	
“ contingencies,	500 00	
		\$17,000 00
EVERGREEN CEMETERY		
		\$1,500 00

RECAPITULATION.

Board of Health	\$97,000 00	
Bath-houses	18,000 00	
Quarantine	17,000 00	
Evergreen Cemetery	1,500 00	
		\$133,500 00

BRIDGES.

BRIDGE DEPARTMENT, 14 BEACON STREET,
Feb. 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR,—In compliance with your request I submit the following detailed estimate of the amount which will be required to meet the expenses of the Bridge Department during the financial year 1890–91.

If the ordinance increasing the salaries of the draw-tenders, now pending in the City Council, is acted upon favorably, it will require \$10,000, in addition to the amount asked for, to meet such increase.

I respectfully refer to you the enclosed communication relating to structural repairs received from the City Engineer.

Yours respectfully,

JAMES H. NUGENT,

Supt. of Bridges.

INLAND BRIDGES AND OTHERS.

Albany street	.	.	.	.	.	.	\$450 00
Ashland “	.	.	.	.	.	.	150 00
Beacon “	(over outlet)	.	.	.	.	.	400 00
Beacon “	(over B. & A. R.R.)	.	.	.	.	.	200 00
Berkeley “	“ “ “ “	.	.	.	.	.	150 00
“ “	(over Prov. Div. O. C. R.R.)	.	.	.	.	.	600 00
Blakemore street	.	.	.	.	.	.	350 00
Boylston “	(over B. & A. R.R.)	.	.	.	.	.	300 00
Brookline avenue	“ “ “	.	.	.	.	.	350 00
Central avenue	.	.	.	.	.	.	900 00
Columbus “	.	.	.	.	.	.	500 00
Commonwealth avenue	(over outlet)	.	.	.	.	.	300 00
Dartmouth street	.	.	.	.	.	.	1,200 00
Dorchester “	.	.	.	.	.	.	50 00
Ferdinand “	.	.	.	.	.	.	350 00
Huntington avenue	.	.	.	.	.	.	950 00
Mattapan	.	.	.	.	.	.	350 00
Milton	.	.	.	.	.	.	350 00
Shawmut avenue	.	.	.	.	.	.	150 00
Swett street (E. & W. of N.Y. & N.E. R.R.)	.	.	.	.	.	.	500 00
West Chester park (over Prov. Div. O.C. R.R.)	.	.	.	.	.	.	500 00
West Newton street	.	.	.	.	.	.	350 00
Total	.	.	.	.	.	.	\$9,400 00

TIDE-WATER BRIDGES.	Salaries.	Supplies, etc.	Repairs.	Totals.
Broadway	\$4,850	\$650	\$6,700	\$12,200
Cambridge street	334	25	250	609
Charles river	3,900	1,220	5,000	10,120
Chelsea (North)	2,550	300	1,600	4,450
Chelsea (South)	2,500	300	1,000	3,800
Chelsea street	300	10	350	660
Commercial Point	50	5	300	355
Congress street	4,100	600	5,500	10,200
Dover street	3,900	450	3,150	7,500
Essex street	400	20	750	1,170
Federal street	3,350	460	5,000	8,810
Granite	240	5	300	545
Malden	1,500	55	900	2,455
Meridian street	2,300	320	1,850	4,470
Mt. Washington avenue	4,100	150	750	5,000
Neponset	400	5	2,125	2,530
North Beacon street	75	5	275	355
North Harvard street	333	5	300	638
Warren	4,600	1,400	2,700	8,700
Western avenue (to Cambridge)	333	5	300	638
Western avenue (to Watertown)	75	5	400	480
Winthrop	100	5	700	805
Totals	\$40,290	\$6,000	\$40,200	\$86,490

RECAPITULATION.

Tide-water bridges	\$86,490 00
Inland bridges and others	9,400 00
Stable at yard	2,500 00
Office expenses and salaries of Superintendent and clerk	4,600 00
Storekeeper	1,095 00
Messenger	1,095 00
Accidents and contingencies	5,000 00
Total amount required	<u>\$110,180 00</u>

OFFICE OF CITY ENGINEER, CITY HALL,

BOSTON, Feb. 12, 1890.

Mr. JAMES H. DODGE, *City Auditor*:—

SIR, — Special appropriations are required as follows:—

FOR STRUCTURAL REPAIRS ON BRIDGES.

Athens street	\$750 00
Broadway	3,300 00
Charles river	3,050 00
Chelsea (south)	1,000 00
Columbus avenue	2,500 00
Congress street	3,500 00
Dover street	1,800 00
Malden	500 00
Meridian street	500 00
Mt. Washington avenue	700 00
Newton street	2,000 00
Swett street (2 bridges)	1,000 00
West Chester park (B. & P. R.R.)	2,500 00
Central	2,500 00
Chelsea (north)	1,500 00
Mattapan	1,500 00
Milton	1,500 00
Dorchester street	800 00
	\$30,900 00
Add for accidents, repairs of machinery, and defects discovered by ordinary repairs, say,	5,100 00
Total	<u>\$36,000 00</u>

This estimate does not include sheathing, painting, or small jobbing work, except that incidental to the structural repairs estimated for.

FEDERAL-STREET BRIDGE.

For new iron draws, and for thoroughly repairing the fixed part of the bridge (see letter to Mayor, proceedings Board of Aldermen, July 15, 1889)	\$100,000 00
Add ten per cent. for superintendence, engineering, and contingencies	10,000 00
	<u>\$110,000 00</u>

BERKELEY-STREET BRIDGE (OVER B. & A. R.R.).

For a new iron bridge with new stone abutments, including ten per cent. for engineering and contingencies \$30,000 00

FERDINAND-STREET BRIDGE (OVER B. & A. R.R.).

For a new iron bridge, for repairing stone abutments, for a retaining-wall to be built next railroad yard, and for filling solid space now covered by deck-bridge, estimated cost, including ten per cent. for engineering and contingencies \$25,000 00

CHELSEA-STREET BRIDGE.

For this bridge three estimates are submitted, as follows : —

Plan No. 1.

New leaf-draw of wood at present grade (grade 15.50) ; single opening for vessels, 36 feet wide, draw full width of street (30 feet) ; and new draw-pier, estimated cost, including ten per cent. for engineering and contingencies \$12,000 00

Plan No. 2.

For a wooden turn-table draw at present grade, 30 feet wide, single opening for vessels 36 feet wide, estimated cost, including ten per cent. for engineering and contingencies 16,000 00

Plan No. 3.

For a new iron draw, 30 feet wide (same width as bridge), on a pile foundation, the floor of the draw to be at grade 19.50 ; the approaches to rise at the rate of 2 feet per hundred ; and for a new wooden bridge from the draw to the Chelsea abutment ; estimated cost, including ten per cent. for engineering and contingencies 32,000 00

Either plan No. 1 or plan No. 3 is recommended. The number of vessels that have passed through the bridge in the last 9 years is as follows : —

1881	.	.	.	.	.	.	0
1882	.	.	.	.	.	.	0
1883	.	.	.	.	.	.	9
1884	.	.	.	.	.	.	6
1885	.	.	.	.	.	.	6
1886	.	.	.	.	.	.	7
1887	.	.	.	.	.	.	23
1888	.	.	.	.	.	.	12
1889	.	.	.	.	.	.	11
							—
Total	.	.	.	.	.	.	74

FOR BRIDGES IN CHARLES RIVER.

By Chapter 230, Acts of Massachusetts Legislature for 1888, it is provided that certain draws in Charles river be widened so that each draw shall have a clear opening of thirty-six feet.

In consequence of the above the following estimate has been prepared : —

Essex street	\$7,000 00
Cambridge street	6,000 00
Western avenue to Cambridge	6,000 00
North Harvard street	9,000 00
	\$28,000 00
Add ten per cent. for superintendence, engineering, and contingencies	2,800 00
Total	<u>\$30,800 00</u>

Of the above amount the city of Cambridge should pay \$15,400, being one-half of the estimated cost of widening the above bridges, leaving to be paid by the city of Boston the sum of \$15,400 00

For Cambridge-street bridge, Allston (over the B. & A. R.R.), including ten per cent. for engineering and contingencies . . . \$50,000 00

For the proportional expense to the city of Boston for widening and extending the bridge

on Savin Hill avenue over the O. C. R.R. to
the full width of the street, and to span four
tracks, the sum of \$5,000 00

Yours respectfully,

WILLIAM JACKSON,
City Engineer.

HARVARD BRIDGE.

CITY HALL, BOSTON, Feb. 12, 1890.

MR. JAMES H. DODGE, *City Auditor*:—

SIR, — The estimated cost of completing Harvard Bridge
is as follows:—

Asphalt sidewalks	\$10,000 00
Gates	1,200 00
Draw motor	1,200 00
Stairways, hatchways, etc.	1,000 00
Salaries of draw-tenders, small supplies, and care of bridge to May 1, 1890	1,000 00
Gas-piping, Cambridge half of bridge	700 00
Furniture and fitting for draw-tender's house	500 00
Changing turning-gear at draw	50 00
	<u>\$15,650 00</u>
Add 10 per cent	1,565 00
	<u>\$17,215 00</u>
City of Boston, one-half	\$8,607 50
City of Boston, deficit Feb. 1, 1890	904 50
	<u>\$9,512 00</u>
Contingencies	488 00
Total	<u>\$10,000 00</u>

Yours respectfully,

For the Commissioners of Harvard Bridge,

By WILLIAM JACKSON,
City Engineer.

HARVARD BRIDGE.

CITY HALL, BOSTON, Feb. 12, 1890.

Mr. JAMES H. DODGE, *City Auditor*:—

SIR,— The estimated expense of the maintenance of Harvard Bridge for the financial year of 1890–91 is as follows:—

Salaries	\$3,000 00
Lighting	1,500 00
Watering and cleaning roadway	1,500 00
General repairs	1,000 00
Fuel and small supplies	300 00
	\$7,300 00
Less one-half to be paid by City of Cambridge	3,650 00
Amount required by City of Boston	<u>\$3,650 00</u>

Yours respectfully,

For the Commissioners of Harvard Bridge,

By WILLIAM JACKSON,

City Engineer.

CITY CLERK'S DEPARTMENT.

OFFICE OF CITY CLERK, CITY OF BOSTON,

CITY HALL, Jan. 23, 1890.

JAMES H. DODGE, Esq.:—

DEAR SIR,— There will be required for this department for the financial year beginning May 1, 1890:—

For Salaries	\$23,100 00
For printing, stationery, binding, messenger service, etc.	3,600 00
Total	<u>\$26,700 00</u>

Estimated income : —

Fees for recording mortgages, etc., amusement permits, etc.	\$5,000 00
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Respectfully submitted,

EDWIN U. CURTIS,

City Clerk.

CITY AND COUNTY DEBT.

IN BOARD OF COMMISSIONERS OF SINKING-FUNDS.
BOSTON, Feb. 14, 1890.

Voted, That the City Council and Auditor be informed that there will be needed in the coming financial year to meet the requirements of Chap. 29 of the Public Statutes, relating to municipal indebtedness, and Chap. 16, Sect. 4, of the Revised Ordinances, the following amounts for the funds specified : —

CITY DEBT.

Burnt District Sinking-fund .	\$194,028	
Twenty-year “ .	317,107	
Ten-year “ .	544,272	
Special loans “ .	81,392	
Public Park “ .	34,634	
Public Park Construction Sinking-fund	16,572	
		\$1,188,005

COUNTY DEBT.

Suffolk County Court-House Sinking-fund	\$36,093	
Suffolk County general debt Sinking-fund	6,536	
		42,629
		\$1,230,634

A true copy.

Attest :

JAMES H. DODGE,

Secretary.

CITY HOSPITAL.

BOSTON, Feb. 15, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — The Trustees submit the following estimates for the coming fiscal year: —

1.	General expenses: —		
	For supplies	\$115,300 00	
	salaries and labor	62,000 00	
	fuel	17,000 00	
	medical supplies	20,700 00	
	buildings and grounds (including \$5,000 for alterations of old Out-Patient De- partment building	25,770 00	
			\$240,770 00
2.	For Annex to the Administration building,		18,000 00
3.	For electric-light plant for the entire Hospital buildings	\$21,000 00	
	house for boilers and plant	6,000 00	
			27,000 00
4.	For the acquirement of the lands adjacent to Hospital grounds, between East Springfield street and East Chester park, requested by special memorial of the trustees to City Council Dec. 16, 1889, and under special Act of Legis- lature, passed May 14, 1889		
	Estimated income: —		
	From board of paying patients	\$40,000 00	
	Trust-funds	1,550 00	
	sale of old material	300 00	
			\$41,850 00

EXPLANATIONS.

Detail 1. The appropriation requested for general expenditures is \$11,570 more than last year. The amount required will be largely on account of the running of the new Out-Patient building and its departments and the increase

in the general Hospital work. There will be more room for patients in rooms vacated by twenty-eight ward-masters, and the creation of an emergency ward in rooms now occupied by the Surgical Out-Patient Department when it moves into the old Out-Patient building. The old Out-Patient building will require \$5,000 for alterations and improvements to fit it for use for surgical-work on out-patients. There will be undoubted increase in cost or consumption of many supplies, such as coal, ice, labor, repairs to buildings, etc.; changing of grade of parts of lawn now sunken, and new asphalt paths. During the past year the Trustees have built out of the regular appropriation two hundred feet of high brick-wall on a substantial foundation, for \$1,200. They desire to add more, so that very soon the Hospital ground, except the frontage, may be properly protected and look respectable.

Detail 2. This item is added on suggestion of the City Council, and has been for three years requested by the Trustees. The Administration building, like others originally arranged for two hundred patients, is no longer adequate for the necessary facilities for administrative work. Room is required for dining-rooms for officers, library for patients, fire-proof room for medical and surgical records of more than 100,000 cases, which, in case of destruction, cannot be replaced; fire-proof rooms for other valuable records, reports, and papers incident to the Hospital work; a consulting-room for the Medical and Surgical Staff, only to be had now in the public reception-room. Trust-funds for both medical and patients' libraries are not now utilized, for want of room.

Detail 3. The necessity of an electric plant has been fully pointed out in our annual reports. (*See City Doc. No. 45, 1889, pp. 34-5.*) The money paid by the Hospital in three years for gas would build and equip an electric plant for all the Hospital buildings. We lag far behind other hospitals in this respect, both from economic and sanitary points of view.

Detail 4. This item is already before the City Council at this date, in the hands of the Committee on City Hospital. The merits of acquiring additional lands are fully pointed out in the Memorial of the Trustees presented to the City Council Dec. 16, 1889. (*See Proceedings of Board of Aldermen, p. 1153.*)

The Trustees beg to call the attention of the City Council to the fact that the income collected from the Board of paying patients last year was \$49,646.71, a larger sum by \$21,700 than on any previous year. This sum the Trustees were obliged to pay to the City Collector for the Sinking-Fund.

If the Trustees could use the Hospital income, they would not have to ask for the money for building an annex building, as requested in Detail 2.

For and in behalf of the Trustees of the City Hospital,

J. A. TUCKER,
President.

CITY MESSENGER'S DEPARTMENT.

OFFICE OF THE CITY MESSENGER,
CITY HALL, Feb. 1, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — In accordance with your request I herewith submit the amount requisite to defray the expenses of this department during the next financial year: —

SALARIES.

City Messenger (established by ordinance)	.	\$3,000 00
First ass't messenger " " "	.	1,500 00
Second " " " "	.	1,400 00
Third " " " "	.	1,200 00
Fourth " " " "	.	600 00
Chief janitor	.	1,200 00
Ass't chief janitor	.	720 00
First ass't janitor	.	660 00
Second " "	.	660 00
Third " "	.	660 00
Fourth " "	.	660 00
One elevator attendant	.	660 00
One porter	.	600 00
Two lieutenants of police (\$200 each)	.	400 00
Total	.	<u>\$13,920 00</u>

MISCELLANEOUS ITEMS.

Washing floors	.	\$1,800 00
Washing towels	.	700 00
Cleaning carpets and skylights	.	500 00
Extra assistance, including a police officer	.	500 00
Messenger service for office and city council	.	600 00
Printing, " " " " "	.	1,000 00
Stationery, " " " " "	.	700 00

Amount carried forward, \$5,800 00

<i>Amount brought forward,</i>	\$5,800 00
Postage, for office and city council	400 00
Teaming, “ “ “ “ “	1,100 00
Books and newspapers for office and city council	250 00
Telephone rentals and care of lines	200 00
Putting up and taking down awnings, and repairs,	100 00
Putting on and taking off double-windows, and repairs	50 00
Flags, ropes, and stakes	1,500 00
Incidentals, carriage-hire, car-fares, telegrams, express on packages, etc.	600 00
Total, miscellaneous items	\$10,000 00
Total, salaries	13,920 00
Grand total	\$23,920 00
Estimated income	\$40 00

Respectfully submitted,

ALVAH H. PETERS,

City Messenger.

CITY REGISTRAR'S DEPARTMENT.

BOSTON, Feb. 10, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

The amount required to meet the expenses of this department for the financial year 1890–91 is estimated at fourteen thousand eight hundred dollars (14,800) for the following-named objects: —

For collecting 13,000 births for record, at 25 cents each	\$3,250 00
Salaries of eight clerks	8,060 00
Salary of Registrar	2,550 00
Reporting births by physicians and midwives	500 00
Blanks, printing, stationery, telephone, etc.	440 00
	\$14,800 00
Estimated receipts from marriage licenses	\$2,900 00

Respectfully yours,

N. A. APOLLONIO,

City Registrar.

COLLECTOR'S DEPARTMENT.

CITY HALL, BOSTON, Feb. 8, 1890.

JAMES H. DODGE, *City Auditor*:—

I submit the following estimates of the amounts required to meet the expenditures of this department during the financial year 1890-91 :—

For salary of Collector	\$5,000 00
salaries of clerks and deputy collectors .	51,610 00
extra clerks	5,500 00
stationery, printing, postage, transportation, etc.	5,300 00
	\$67,410 00

By the new ordinances, the amounts paid in former years by the Water Board and carried on the rolls of that department, \$2,900, and \$300 from receipts for liquor licenses, \$3,200 in all, as fixed by the Ordinances of 1885, will be transferred to and carried on the Collector's rolls. The actual increase in salaries and ordinary expenditures asked for in the above estimate is \$1,900 (\$100 each) increase in salaries of deputy collectors, and \$800 for postage and transportation.

The expense of sales of real estate for delinquent taxes and other assessments is estimated at	\$4,000 00
The estimated receipts from charges attending said sales is	6,500 00
The receipts during the financial year 1890-91 from old taxes assessed in 1889, and earlier years, are estimated at	400,000 00
From interest on taxes	45,000 00

Respectfully yours,

JAMES W. RICKER,

City Collector.

COMMON AND PUBLIC GROUNDS.

BOSTON, Feb. 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — In compliance with the Revised Ordinances, Sect. 2, Chap. 15, I herewith submit my estimates of amounts necessary for this department for the financial year of 1890–91. I have specified only \$1,500 for incidentals, although in my experience the extra work forced upon the department yearly has amounted to from \$5,000 to \$15,000 annually, which would not occur if the city government would award the appropriation as I estimate for it. I trust this year that the members will kindly consider my responsibility by withholding all orders for work not incorporated in the following amounts.

Respectfully submitted,

WM. DOOGUE,
Superintendent.

Labor and superintendence	\$43,000 00
Red gravel	4,000 00
Blue gravel, quantity recently removed from "Railroad walk," Common, will be suffi- cient.	
Manure and fertilizer	2,000 00
4 cars hardwood ashes, containing 7% pot- ash	500 00
Sods	3,000 00
Loam	2,500 00
Teaming	3,500 00
Teaming and reteaming plank-walks	1,200 00
Plants and tropicals (large for vases)	500 00
Grass-seed, \$300, and flower-seed, \$25	325 00
Bulbs	800 00
Hot-bed sash	200 00
Repairs on iron fences	500 00
Painting generally, fountains, etc.	1,000 00
Hardware and small supplies, ropes and tackle for trees, etc.	400 00
Trees for planting on public streets	1,000 00
Importation of 2,000 young trees to be grown at Nursery	250 00

Amount carried forward,\$64,675 00

<i>Amount brought forward,</i>	\$64,675 00
Mason-work on fountains	300 00
Water-rates	600 00
12 new mowing-machines, \$144, and parts for repairs, \$120	364 00
Tools and repairs	200 00
400 settees at \$4	1,600 00
3,000 feet Franklin Standard Rubber Hose, Importation of choice evergreens, rhododen- drons, azaleas-mollis, and Ghent, etc. .	330 00
Lumber for general repairs	500 00
Coal	1,000 00
Car-fares and travelling expenses . . .	700 00
Stationery and printing	400 00
Plumbing necessary to facilitate the water- ing of the flower-beds in the various parks,	250 00
Flower-pots	1,000 00
Peat and leaf-mould for rhododendrons and tropical plants	400 00
Sand for walks	200 00
Evergreens for covering	100 00
Fence-poles and wire	150 00
Board and shoeing four horses	350 00
Repairs on harnesses and vehicles . . .	500 00
Freight, express charges, and telegrams .	300 00
Watering Charles street	400 00
Large express wagon (extra)	400 00
Repairs on drains for walks on Common (extra)	300 00
New sills and studs, flooring, repairs, and painting of tool-house on the Common (deer park) extra	1,000 00
Addition to office on the Common (deer park) per plans and specifications from City Architect (extra)	400 00
Telephone service	800 00
Incidentals	360 00
	1,500 00
	\$79,079 00

ESTIMATES OF AMOUNTS FOR SPECIAL APPROPRIATIONS.

Renovation of trees on the public streets. (See annual reports of 1888 and 1889.) .	\$10,000 00
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Removal of stone curb around the Public Garden pond, sods, loam, etc.	\$1,500 00
Finishing Blackstone and Franklin squares, loam. (See annual report of 1889.)	3,000 00
Improvement of Maverick square, E.B.	700 00
Improvement of Central square, E.B.	1,500 00
Improvement of Belmont square, E.B.	1,000 00
Improvement of Putnam square, E.B.	800 00
Improvement of Linwood park	500 00
Improvement of Meeting-house Hill square, ...	500 00
Improvement of Cedar square	250 00
Improvement of Highland park	500 00
Resurfacing concrete walks, Independence square	600 00
Asphalt concrete for narrow walk on Common, "A walk": —	
660 sq. yds. at \$1.25	825 00
<i>or,</i>	
660 sq. yds. asphalt tiles at \$2.60	1,716 00
Tremont street walk, from West-street gate to Boylston street: —	
1,556 sq. yds. asphalt concrete at \$1.25, ...	1,945 00
<i>or,</i>	
1,556 sq. yds. asphalt tile at \$2.60	4,045 60
Main walk, Public Garden and Common, from Arlington street to West-street gate: —	
3,823 sq. yds. asphalt concrete at \$1.25, ...	4,778 75
<i>or,</i>	
3,823 sq. yds. asphalt tiles at \$2.60	9,939 80
Wooden fence to separate Beacon-street mall from parade ground, Common, estimated by request of two members of the City Government	674 00
Gymnasium for Norris Park, estimated for by request	9,000 00

CONTINGENT FUNDS.

CITY HALL, Feb. 1, 1890.

I estimate that the expenditures to be charged to the contingent funds in the next financial year will be as follows: —

Contingent Fund, Mayor	\$1,500 00
Board of Aldermen	3,000 00
Common Council	6,000 00
Joint Committees	6,000 00
	\$16,500 00

JAMES H. DODGE,
City Auditor.

EAST BOSTON FERRIES.

OFFICE OF THE BOARD OF DIRECTORS OF EAST BOSTON FERRIES.

NORTH FERRY (EAST BOSTON), Feb. 12, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

SIR,—In compliance with your request, the Board of Directors of the East Boston Ferries would respectfully state that the amount required for this department, for the financial year ending April 30, 1891, will be \$235,000, as per detailed statement enclosed.

The income for the same period is estimated to be \$145,000.

Respectfully submitted,

For the Board,

H. B. BUTLER,
Clerk.

Estimate of the Amount required for 1890-91.

SALARIES.

1 Clerk to Board	\$2,000 00	
1 Superintendent	2,500 00	
1 Chief Engineer	2,000 00	
1 Assistant Clerk	1,300 00	
1 Office Janitor	900 00	
		\$8,700 00
<i>Amount carried forward,</i>		\$8,700 00

Amount brought forward,

\$8,700 00

WAGES.

11 Captains, at \$100 per month . . .	\$13,200 00	
11 Pilots, at \$75 per month .	9,900 00	
11 Engineers, at \$90 per month . . .	11,880 00	
12 Firemen, at \$67.50 per month . . .	9,720 00	
24 Deck-hands, at \$65 per month . . .	18,720 00	
1 Deck-hand, at \$70 per month . . .	840 00	
4 Firemen for heaters, at \$67.50 per month (6 months) . . .	1,620 00	
2 Oilers, at \$72.50 per month . . .	1,740 00	
11 Passenger ticket-sellers, at \$90 per month .	11,880 00	
12 Gate ticket-sellers and gateman, at \$75 per month . . .	10,800 00	
4 Gate-watchmen, at \$75 per month . . .	3,600 00	
4 Boat-watchmen, at \$55 per month . . .	2,640 00	
2 Lamplighters, at \$75 per month . . .	1,800 00	
7 Janitors, at \$13 per week.	4,732 00	
4 Janitresses, at \$40 per month . . .	1,920 00	
1 Laborer (313 days), at \$2.10 per day . .	657 30	
		105,649 30

WAGES FOR MECHANICS.

1 Machinist, at \$90 per month . . .	\$1,080 00
2 Machinists, at \$3 per day,	1,878 00
1 Boiler-maker, at \$3 per day . . .	939 00
1 Blacksmith, at \$3 per day,	939 00

Amounts carried forward, \$4,836 00

\$114,349 30

<i>Amounts brought forward,</i>	\$4,836 00	\$114,349 30
1 Sta. engineer and helper, at \$2.50 per day	782 50	
1 Carpenter, at \$4 per day.	1,252 00	
1 Carpenter, at \$3.50 per day	1,095 50	
1 Joiner, at \$3.50 per day .	1,095 50	
1 Joiner, at \$3 per day .	939 00	
		10,000 50
2 Weeks Vacation for Regular Employees,		4,500 00

EXTRA MECHANICS FOR SUMMER REPAIRS.

Carpenters	\$3,000 00	
Machinists, etc.	1,800 00	
Firemen	2,000 00	
Laborers	4,000 00	
		10,800 00
		\$139,649 80

FUEL.

8,000 tons Cumberland coal, at \$4.00	\$32,000 00	
350 tons hard coal, at \$6.00 .	2,100 00	
		34,100 00
Current expenses, water, rent, light, etc. .		21,000 00
Supplies of all kinds		9,000 00
Repairs on boats, buildings, drops, and piers,		20,000 00
Supplementaries for foot-ways on drops at South Ferry		4,000 00
Contingent expenses, damages, etc.		6,700 00
Incidental expenses		550 20
		\$235,000 00
Estimated income		\$145,000 00

ENGINEER'S DEPARTMENT.

OFFICE OF CITY ENGINEER,
CITY HALL, Boston, Feb. 7, 1890.

MR. JAMES H. DODGE, *City Auditor*: —

SIR, — The estimated amount which will be required to meet the expenses of the Engineer's Department for the financial year 1890-91, is as follows: There will be no income.

Salary of City Engineer	\$6,000 00
Salaries of assistant engineers, draughtsmen, clerk, transitmen, levellers, rodmen, and others	27,500 00
Engineering instruments, and repairs of same, .	350 00
Drawing paper, tracing cloth, and cloth for plans, and all other drawing materials .	250 00
Stationery, printing stock, note books, postage, etc.	230 00
Reference library, maps, and photographs of works	300 00
Printing	100 00
Travelling expenses, including horse-keeping and all repairs on vehicles	750 00
Blue process printing	150 00
Telephone	126 00
Incidental expenses and all small supplies .	244 00
Total	\$36,000 00

Yours respectfully,

WILLIAM JACKSON,
City Engineer.

EXECUTIVE DEPARTMENT.

CITY OF BOSTON, EXECUTIVE DEPARTMENT,
January 6, 1890.

To the Honorable the City Auditor:—

SIR, — I estimate the expenses of the Executive Department for the financial year 1890–91 as follows:—

Salaries as prescribed by the Revised Ordinances, chapter 6	\$20,000 00
Printing, stationery, postage, and contingent expenses	1,500 00
Total	<u>\$21,500 00</u>

Respectfully,

THOMAS N. HART,
Mayor.

FIRE DEPARTMENT.

OFFICE OF THE BOARD OF FIRE COMMISSIONERS,
CITY HALL, BOSTON, Feb. 12, 1890.

JAMES H. DODGE, Esq., *City Auditor:—*

DEAR SIR, — The Fire Commissioners herewith submit an estimate of the amounts required to defray the expenses of the Fire Department and Fire-Alarm Telegraph for the financial year ending April 30, 1891.

The estimates for the Fire Department are \$125,052 in excess of those of last year, and of the Fire-Alarm Telegraph, \$1,917.50 in excess. Considerable of this is due to the natural growth of the department, and some to the need of immediately increased strength as emphasized by recent events. But the greater part is due to the proposed increase of permanent officers and members which will require an addition to the force, in this class, of over 120 men, and will put East Boston, Charlestown, South Boston and Roxbury upon a completely permanent basis, besides making considerable progress in Dorchester and West Roxbury.

Respectfully submitted,

ROBERT G. FITCH,
Chairman.

FIRE DEPARTMENT.

Position.	Salaries per Annum.	Total Salaries.
3 Commissioners . . .	\$3,500 00	\$10,500 00
1 Chief of Department . .	3,500 00	3,500 00
1 Assistant Chief . . .	2,400 00	2,400 00
9 District Chiefs . . .	2,000 00	18,000 00
3 Call District Chiefs . .	400 00	1,200 00
1 Sup't of Repairs . . .	2,000 00	2,000 00
1 Hospital Surgeon . . .	1,800 00	1,800 00
1 Clerk of the Board . . .	2,400 00	2,400 00
3 Clerks	1,500 00	4,500 00
1 Hostler	624 00	624 00
50 Captains (permanent) .	1,600 00	80,000 00
38 Lieutenants (permanent)	1,400 00	53,200 00
40 Enginemen	1,300 00	52,000 00
40 Assistant Enginemen . .	1,200 00	48,000 00
194 Permanent Members . .	1,200 00	232,800 00
21 Permanent Members . . .	1,100 00	23,100 00
80 Permanent Members . . .	1,000 00	80,000 00
117 Permanent Substitutes, 700 & 900	700 & 900 00	94,770 00
1 Call Captain	325 00	325 00
66 Call Members	200 00	13,200 00

\$724,319 00

Salaries	\$724,319 00
Repairs of apparatus	26,300 00
Repairs of houses	5,000 00
New hose	6,000 00
Repairs of hose	2,000 00
Fuel for engines and houses	14,000 00
Gas	7,500 00
Printing and stationery	2,200 00
Furniture, bedding, etc.	3,600 00
Small supplies and equipments	3,800 00
Horses, purchased and exchanged	8,800 00
Hay, grain, straw, etc.	25,000 00
Horse-hire, keeping, etc.	800 00
Washing	4,000 00
Shoeing	6,700 00
Harness and repairs	2,500 00
Oils, etc.	1,000 00
Hats, badges, buttons, etc.	1,200 00

Amount carried forward,

\$844,719 00

<i>Amount brought forward,</i>	\$844,719 00
Ladders and repairs	1,200 00
Tools and machinery for shop	1,800 00
New apparatus	9,540 00
Extra service	500 00
Water for houses and boat	1,575 00
Contingencies	5,000 00
Salting hydrants	8,000 00
Pensions	14,000 00
	\$886,334 00

Amount chargeable to the appropriation for
Fire Department by City Ordinance,
viz : —

To water, and keeping in repairs 5,243 hy- drants and 129 reservoirs, at \$15.00 each,	80,580 00
	\$966,914 00

FIRE-ALARM TELEGRAPH.

Table of Salaries.

1 Superintendent	\$3,200 per annum,	\$3,200 00
1 Assistant Superintendent, 2,000	“	2,000 00
3 Operators	1,800 “	4,800 00
1 Assistant Operator	1,000 “	1,000 00
1 Foreman of Construction, 5.00	per diem,	1,825 00
1 Repairer	4.00 “	1,460 00
1 Repairer	3.75 “	1,368 75
6 Repairers	3.25 “	7,117 50
2 Repairers	2.50 “	1,825 00
1 Batteryman	75.00 per month,	900 00
		\$25,496 25

Salaries	\$25,496 25
New construction	6,500 00
Repairs	1,500 00
Printing, stationery, etc.	175 00
Damage to property	500 00
Contingencies	1,200 00
Cambridge time	400 00
Rental and repairs of telephones	1,200 00
	\$36,971 25

RECAPITULATION.

Fire Department : —

Running expenses	\$872,334 00
Water-rates	80,580 00
Pensions	14,000 00
Fire-Alarm Telegraph	36,971 25
	\$1,003,885 25

HEALTH DEPARTMENT.

OFFICE OF SUPERINTENDENT OF HEALTH,
12 BEACON ST., BOSTON, Feb. 4, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

SIR, — The amount which will be required to meet the expenses of the Health Department during the financial year 1890-91 is as follows : —

Street cleaning, removal of ashes and house-offal, foremen, mechanics, feeders, watchmen, and prison carriage-drivers	\$429,229 06
Salaries	6,700 00
Horse-keeping, grain, hay, straw, salt, and carrots for 319 horses, at \$2.75 per week	45,617 00
East Boston, removal of ashes	10,000 00
Horses, purchase of 85 new	34,000 00
Blacksmith shop, stock and tools	5,947 05
Wheelwright shop, “ “ “	3,000 00
Harness shop, “ “ “	4,150 00
Paint shop, “ “ “	600 00
Team-work, hired teams for spring cleaning	30,000 00
Repairs on stables and sheds	2,000 00
Fuel, gas, and electric lights	2,300 00
Ferry tickets, men and teams	200 00
Veterinary services, medicine and pasturing	700 00
Shoeing, work done in outside shops	800 00
Printing, stationery, and advertising	500 00
Dumping-scow, wages, royalty, repairs, towage, and wharfage for boat	7,900 00
Broom stock	500 00
Offal contracts, East Boston and Brighton	7,000 00
<i>Amount carried forward,</i>	\$591,143 11

<i>Amount brought forward,</i>	\$591,143 11
Incidental expenses, rental of telephone, claims, washing, and rent of stalls	1,200 00
Water-rates	1,200 00
Ash stock : dump-houses, canvas covers, bas- kets, and shovels	600 00
Offal stock : buckets, bucket-handles and buttons, chisels, hose, and disinfectants . .	300 00
Street stock : shovels, hoes, broom-handles, bass rattan, and axle grease	2,000 00
Stable stock : blankets, sponges, currycombs and brushes, oil and soap	1,500 00
	\$597,943 11

The estimated income for this department for the financial year 1890-91 is as follows : —

Sale of offal	\$25,000 00
Sale of ashes	4,000 00
Sale of street dirt	50 00
Sale of manure	800 00
Removal of ashes	4,000 00
Conveying prisoners	4,000 00
Sale of old material	50 00
	\$37,900 00

Respectfully submitted,

GEO. W. FORRISTALL,

Superintendent.

INCIDENTAL EXPENSES.

CITY HALL, BOSTON, Feb. 1, 1890.

I estimate that the amount to be charged to the appropriation for Incidental Expenses during the next financial year will be fifty thousand dollars.

JAMES H. DODGE,

City Auditor.

RECEPTION OF GUESTS.

CITY HALL, BOSTON, Feb. 1, 1890.

The amount which has been voted by the City Council to be expended by the Mayor in the reception of distinguished guests is five thousand dollars.

JAMES H. DODGE,
City Auditor.

RECEPTION OF GRAND ARMY.

CITY HALL, BOSTON, Feb. 1, 1890.

Amount to be expended by the Mayor in the reception of the Grand Army at their annual encampment in August, 1890, twenty-five thousand dollars.

JAMES H. DODGE,
City Auditor.

INSPECTION OF BUILDINGS.

CITY OF BOSTON.

DEPARTMENT FOR THE INSPECTION OF BUILDINGS,

OLD STATE HOUSE, Feb. 13, 1890.

JAMES H. DODGE, Esq. : —

DEAR SIR, — There will be needed to defray the expenses of this department for the next fiscal year the sum of sixty-four thousand four hundred seventy-five dollars (\$64,475), as follows : —

Salaries : —

Inspector, established by ordinance	.	\$5,000 00
Clerk of department, established by ordinance		2,000 00
Assistant inspectors, established by ordinance (twenty at \$2,000 each)	.	40,000 00
Clerks, authorized by ordinance	. .	10,725 00
Department Expenditures : —		
Printing, binding, stationery, draughting material, and office supplies	. .	3,500 00
Conveyance		1,500 00

<i>Amount carried forward,</i>		<u>\$62,725 00</u>
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<i>Amount brought forward,</i>	\$62,725 00
Horse-keeping, repairs of vehicle, harness, etc.	600 00
Telephones — rent and repairs	150 00
Referees' fees, and securing unsafe struc- tures (estimated)	1,000 00
	<u>\$64,475 00</u>

Respectfully yours,

JOHN S. DAMRELL,

Inspector of Buildings.

INSPECTION OF MILK AND VINEGAR.

Boston, Feb. 14, 1890.

MR. JAMES H. DODGE, *City Hall, Boston* : —

DEAR SIR, — In accordance with the terms of your circular of January 6, I submit herewith a statement of the amount of appropriation necessary for this department for the new financial year.

The present force of the office will require for salaries at least \$8,000, which is about what was spent during the twelve months ending December 31 (\$8,043.75). In my annual report just issued (City Doc. 31) I have urged the necessity of increasing the present working force by the employment of another collector and of an assistant in the laboratory (*see* page 31 of Annual Report). This would call for about \$1,600 more, making for salaries, \$9,600.

The ordinary expenditures of the office for chemicals, apparatus, postage and stationery, printing, telephone, etc., etc., will require, according to past experience and present needs, at least \$1,490, divided as follows : —

Chemical apparatus	\$225 00
Chemicals	95 00
Printing and advertising	250 00
Stationery	100 00
Postage	55 00
Telephone	120 00
Water-tax	20 00

Amount carried forward, \$865 00

<i>Amount brought forward,</i>	\$865 00
Carriage-hire for collections	200 00
Collectors' supplies (bottles, tags, cans, etc.) .	150 00
Collectors' expenses (car-fares and samples purchased)	175 00
Office expenses, minor items, sundries	100 00
	\$1,490 00

I have recommended also that the department be supplied with a horse and wagon, for the purpose of making the collections with greater frequency in the outlying districts, and to increase the efficiency of the department. If this recommendation be accepted, there would be required for the purchase of a milk wagon and a suitable horse, and for the proper maintenance of the same,

Milk-wagon, horse, etc.	\$450 00
Maintenance	350 00
	\$800 00

In the event of the granting of this item the estimated expenditure for carriage-hire (\$200) should be stricken out, making the figure for the ordinary expenditures, \$1,290, instead of \$1,490, as stated above.

Salaries, . . . \$9,600	} or, {	Salaries . . . \$9,600
Other expenses . . 1,490		Other expenses . . 1,290
		Horse and wagon, . . 800
\$11,090		\$11,690

The income of the office for the year 1889 amounted to \$8,084. It will probably be not much less during 1890, and with the increased facilities would more likely be more.

Respectfully,

CHARLES HARRINGTON,
Inspector of Milk and Vinegar.

INSPECTION OF PROVISIONS.

BOSTON, FEB. 5, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

Sir, — I submit herewith my estimate of the amount required for the expenses of the Inspection of Provisions Department during the next financial year, as follows:—

Salary	\$1,700 00
Printing, postage, janitor, fuel, etc.	125 00
Horse-keeping, carriage and harness repairing, etc.	500 00
Analyses	100 00
	\$2,425 00

Respectfully submitted,

WILLIAM MACKIN,

Inspector of Provisions.

INTEREST.

CITY HALL, BOSTON, Feb. 1, 1890.

I estimate that there will be needed an appropriation for interest to be paid on the debt other than debts incurred on account of Water-Works and County of Suffolk, during the next financial year, of \$1,635,043.

JAMES H. DODGE,

City Auditor.

LAMP DEPARTMENT.

OFFICE OF THE LAMP DEPARTMENT,

BOSTON, Feb. 15, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

SIR, — In accordance with the provisions of Sect. 8 of Chap. 266 of the Acts of 1885 (the new City Charter), the estimate of the expenditures of the Lamp Department for the financial year 1890-91 is respectfully submitted:—

1.	Gas	\$230,646 00
2.	U. S. Tax on Gas	
3.	Fluid and oil	7,166 00
4.	Lighting and care	131,768 00
5.	Underground work	7,000 00
6.	Repairing lantern	11,000 00
7.	Castings	5,000 00
8.	Wrought-iron work	1,000 00
9.	Tin-work, lamps, chimneys, etc.	2,500 00
10.	Gas-fitting and fittings	200 00
11.	Gas-cocks	500 00
12.	Fluid lanterns	10 00
13.	Gas lanterns	5,000 00
14.	Carting	10 00
15.	Printing and stationery	500 00
16.	Expense of committee	10 00
17.	Committee and Superintendent visit- ing other cities	10 00
18.	Wood posts, ladders, etc.	400 00
19.	Wicking	125 00
20.	Salaries	6,000 00
21.	Horse and carriage for Superintendent, ...	500 00
22.	Inspection of Burners	150 00
23.	Gas-tips, burners, etc.	150 00
24.	Plans of streets	110 00
25.	Alcohol and spirits	10 00
26.	Street signs	550 00
27.	Rubber cloth	5 00
28.	Newspapers	50 00
29.	Ferries to East Boston	20 00
30.	Horses, harnesses, and wagons for shop, ...	600 00
31.	Plans and buildings for shop	500 00
32.	Torches	10 00
33.	Tools	100 00
34.	Electric light construction	6,000 00
35.	Electric Lighting ¹	200,025 00
36.	Naphtha	1,500 00
37.	Naphtha light construction	1,440 00
		\$620,565 00

Yours very respectfully,

GEORGE H. ALLEN,

Superintendent of Lamps.

¹ The estimate for electric lighting is based upon the prices at present being paid for this service, with an estimated increase of 100 lights during the year; but, if the price of forty cents per lamp per night is obtained, this item may be decreased by the sum of \$54,065, and give an increase of 200 lights during the year.

LAW DEPARTMENT.

CITY OF BOSTON, OFFICE OF LAW DEPARTMENT,
14 BEACON STREET, Feb. 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I estimate the amount required for the Law Department, for the next financial year, at \$29,000, to be expended as follows: —

Salaries: Corporation Counsel,	\$6,000 00	
City Solicitor . . .	5,750 00	
		\$11,750 00
Salaries of subordinates: —		
1st Asst. City Solicitor . .	\$4,000 00	
2d Asst. City Solicitor . .	3,500 00	
Two Conveyancers, \$3,000		
each	6,000 00	
Clerk	2,000 00	
Messenger	300 00	
		15,800 00
		\$27,550 00
Sundry incidental expenses, including sten-		
ographer, books, etc.		1,450 00
		\$29,000 00

Yours respectfully,

J. B. RICHARDSON,
Corporation Counsel.

MARKETS.

OFFICE OF SUPT. FANEUIL HALL MARKET,
Feb. 10, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I herewith submit a statement of the estimated expenses and income of the Department of Markets for the financial year 1890-91: —

EXPENSES.

Compensation of Superintendent .	\$2,500 00	
Deputy Sup't .	1,500 00	
Weigher at City Scales .	1,000 00	
3 police officers, \$1,200 each .	3,600 00	
Extra police .	300 00	
		\$8,900 00
Gas and electric light used at markets .		900 00
Sundry expenses, including telephone, water, fuel, repairs on gas and water pipes, clocks, etc. .		500 00
Estimated expense of introducing electric light .		1,700 00
Total appropriation		<u>\$12,000 00</u>

ESTIMATED INCOME.

From rents of stalls and cellars in Faneuil Hall Market	\$65,296 00
From rents of stalls and cellars in New Faneuil Hall Market	18,211 20
From rents of outside stands	1,407 00
From weighing fees at City Scales	500 00
	<u>\$85,414 20</u>

Respectfully submitted,

GEORGE E. McKAY,

Supt. Faneuil Hall Market.

MOUNT HOPE CEMETERY.

Boston, Feb. 4, 1890.

JAMES H. DODGE, Esq., *Auditor*:—

At a meeting of the Trustees of Mount Hope Cemetery, the President was instructed to ask from the City Council an appropriation of ten thousand dollars (\$10,000) for the expenses of the cemetery during the financial year 1890-91. The amount is for the following-named objects:—

Pay-roll, for ordinary work in cemetery	\$22,000 00
Salary of Superintendent	2,000 00
Salary of secretary	500 00
Grain	600 00
Markers, number-stones and cutting	400 00
Repairs of vehicles, harnesses, etc.	400 00
Trees, plants, shrubs, and seeds	400 00
Coal for greenhouse and office	350 00
Blacksmith's work	350 00
Lawn-mowers, powder, hardware, etc.	300 00
Printing, stationery, postage, etc.	300 00
Carpenter's work and lumber	250 00
Manure	200 00
Painting and glazing	150 00
Telephone service	120 00
Flower-pots	100 00
Bricks, lime, and cement	100 00
Straw mats	100 00
Water-rates	80 00
Plumbing, etc.	50 00
Expressage	50 00
Sundries	100 00
Additional appropriation for the grading and preparation of a lot for the burial of poor, and for raising the grade, and draining the present poor lot so that it will not be prejudicial to public health	4,800 00
	<u>\$33,700 00</u>
Estimated receipts of cemetery, expended in this department	23,700 00
Appropriation required	<u>\$10,000 00</u>

SAMUEL W. CREECH, JR.,

President.

OVERSEERS OF THE POOR.

Estimate of appropriation for the Overseers of the Poor, for the financial year from May 1, 1890, to April 30, 1891.

For burials of city, State, and foreign poor	\$4,250 00
For expense of Boston poor in other cities and towns	8,000 00
For expense of City Temporary Home	7,500 00
For expense of Lodge for Wayfarers	11,000 00
For pensions and grants paid at office to city cases	21,000 00
For pensions and grants paid at office to other settlement cases	3,000 00
For fuel and groceries to city cases	30,000 00
For fuel and groceries to poor of other cities and towns	3,500 00
For supplies to sick State poor and State temporary aid cases	3,000 00
For immediate relief of persons having no settlement	600 00
For clerk-hire	4,900 00
For transportation of visitors and city and State poor	600 00
For office expenses, printing, stationery, postage, etc.	1,200 00
For salaries — treasurer, secretary, visitors, and agents	14,600 00
For salaries — engineer and janitor	3,000 00
For fuel, gas, and incidental expenses of Charity building	700 00
For medical attendance and medicine	3,300 00

\$120,150 00

We may receive —

From cities and towns for relief of their poor, ...	\$6,500 00
From State for sick and temporary aid cases	2,600 00
From State for burials	2,400 00
From occupants of Charity building, for heating	1,000 00

\$12,500 00

Approved for one hundred twenty thousand one hundred and fifty dollars,

THOS. F. TEMPLE,
Chairman.

PARK DEPARTMENT.

DEPARTMENT OF PARKS, CITY OF BOSTON,
 BOARD OF COMMISSIONERS, 85 MILK STREET,
 Feb. 10, 1890.

To the City Auditor: —

SIR, — At a meeting of the Board of Park Commissioners held this day it was voted that the City Council be requested to provide an appropriation of \$64,000 for Park Maintenance, which request is based upon estimates for the several parks, as follows: —

Care of Grounds and Buildings.

FRANKLIN PARK.

Care of roads	\$5,500 00	
Janitor, matron, fuel, and supplies for overlook shelter	3,000 00	
Care of playstead	2,000 00	
Care of plantations	2,000 00	
Care of sheep	1,000 00	
		\$13,500 00

BACK BAY FENS.

Care of plantations	\$6,000 00	
Care of roads	5,500 00	
General work	500 00	
		12,000 00

CHARLESBANK.

Gymnasium, including instructor, janitor, repairs, fuel, and sup- plies	\$3,500 00	
Care of plantations	2,500 00	
Care of walks and grounds, light- ing, etc. . . .	1,500 00	
		7,500 00

MARINE PARK.

Watchman, lamplighter, gas and supplies .	3,000 00	
<i>Amount carried forward.</i>		\$36,000 00

Amount brought forward, \$36,000 00

ARNOLD ARBORETUM.

Watchman, care of roads, etc.	2,000 00
	\$38,000 00

PARK POLICE.

Pay of park-keepers	\$16,900 00
Four additional men	4,000 00
Pay of sub-keepers	4,100 00
Horse for sergeant, equipments and supplies	1,000 00
	26,000 00
	\$64,000 00

Also an appropriation for Park Department, offices expenses, of	7,500 00
Also an appropriation for Park Nursery of	6,500 00

Respectfully,

BENJAMIN DEAN,
Chairman Board of Park Commissioners.

PAVING, GRADING, AND REPAIRING STREETS.

STREET DEPARTMENT, CITY HALL,
BOSTON, Jan. 29, 1890.

JAMES H. DODGE, Esq. : —

DEAR SIR, — In reply to your communication of January 6, the following is an estimate of the requirements of this department for the fiscal year beginning May 1, next : —

There will be required for new edgestones, sidewalks, and gutters	\$25,000 00
Sprinkling streets	50,000 00
Horses, carts, harnesses, tools, etc.	25,000 00
General repairs on crushers, engines, etc.	10,000 00
Hay, grain, etc.	12,000 00
Office expenses, salaries, plans, etc.	20,000 00
Printing, stationery, telephone, rental, etc.	2,500 00
Snow	50,000 00
General repairs on streets	240,000 00
	\$434,500 00

The following is a detailed estimate of the work which should be done as soon as possible :—

CITY PROPER (DISTRICT 8).

Street.	Location.		Amount.
Albany st.....	From Chester park to Springfield st.....	Repave.....	\$1,700
“ “	From Sharon st. to Union park.....	Repave.....	4,500
“ “	From Seneca st. to R.R. Bridge.....	Pave	7,000
Albion st.....	From Chapman to Castle sts	Pave	2,000
Arch st.....	From Franklin to Summer sts.....	Repave.....	600
Atlantic ave.....	From Summer to State sts.....	Repave.....	6,000
Ash st.....	From Nassau to Oak sts.....	Pave	2,000
Beach st.	From Harrison ave to Albany st.....	Repave.....	500
Boylston st.....	From Tremont to Washington sts.....	Repave.....	1,600
Broad st.....	From State to Milk sts.....	Repave.....	1,350
Batterymarch st.	From Milk to Broad sts.....	Pave	3,500
Bristol st .....	.....	Pave	7,500
Broadway ex....	From Lehigh st. to Harrison ave.....	Pave	6,000
Castle st.....	From Tremont st. to Shawmut ave.....	Repave.....	1,000
Central st	From Custom-House sq. to Atlantic ave...	Pave	15,000
Chapman st.....	.....	Pave	7,000
Chauncy st.	From Essex to Bedford sts.....	Repave.....	2,000
Cobb st.....	.....	Macadamizing...	500
Columbia st.....	.....	Pave	3,500
Congress st.....	From Atlantic ave. to the Bridge.....	Repave.....	1,000
“ “	From Milk to Franklin sts.....	Repave.....	750
Cove st.....	From Essex to Kneeland sts.....	Pave	4,000
Davis st .....	.....	Macadamizing...	500
Decatur st.....	.....	Macadamizing...	500
Dover st.....	East of Harrison ave.....	Pave	5,000
East Brookline st	.....	Macadamizing...	2,500
East Canton st...	.....	Macadamizing...	2,500
East Chester pk.	From Albany to Swett sts	Macadamizing...	10,000
“ “ “	From Swett st. to the bridge.....	Macadamizing...	15,000
E. Springfield st.	From Albany st. to Harrison ave.....	Macadamizing...	2,500
East Concord st.	From Harrison ave. to Albany sts.....	Macadamizing ..	1,000
East Newton st..	From James to Albany st.....	Macadamizing ..	4,000
Edinboro' st.....	.....	Pave	2,000
Essex Place .....	.....	Pave	700
Federal st	From the Bridge to Kneeland st.....	Repave.....	2,500

Street.	Location.		Amount.
Federal st	From Milk to Franklin sts.....	Repave.....	\$700
Florence st .....	.....	Macadamizing ..	500
Hanson st.....	.....	Macadamizing ..	2,000
Harrison ave.....	From Canton to Sharon sts.	Pave	6,000
“ “	From Harvard to Dover sts.....	Repave	5,000
Harvard st.	From Harrison ave. to Albany st.....	Pave	4,000
High st.	From Broad to Oliver sts.	Repave	1,000
Hudson st.....	From Kneeland to Curve sts.....	Pave	8,000
James st. ....	.....	Macadamizing ..	2,200
Kingston st.	From Beach to Summer sts.....	Repave	8,000
Knapp st.....	.....	Repave	2,500
Kneeland st.	From Washington to Albany sts.....	Repave	1,800
Lehigh st.....	From Albany to South sts.....	Pave	20,000
Malden st.	From Albany st. to Harrison ave.	Macadamizing ..	3,000
Milford st.....	.....	Macadamizing ..	1,200
Milk st.....	From Broad to India sts.....	Repave	500
Northampton st...	From Albany st. to Harrison ave.	Pave	6,000
Oliver st.	Franklin st. to Atlantic ave.....	Repave	1,000
Oxford st.....	.....	Pave	4,000
Pearl st.....	From Purchase st. to Atlantic ave.	Repave	600
Pleasant st.	From Washington st. to Shawmut ave....	Pave	4,000
Purchase st.....	From High to Oliver sts.....	Repave	1,500
Randolph st.....	.....	Macadamizing ..	5,000
Sharon st.....	.....	Macadamizing ..	2,000
Shawmut ave.....	From Pleasant to Dover sts.....	Repave	3,000
South st.....	From Kneeland to East sts.	Repave	1,200
Stoughton st. ....	.....	Macadamizing ..	2,000
Tremont st.....	From Temple pl. to Boylston st.	Repave	8,000
Troy st.....	.....	Macadamizing ..	2,500
Tufts-st. ex.....	.....	Pave	2,000
Tyler st. ....	.....	Pave	8,000
Village st.	From Dover to Castle sts.	Repave	1,500
Wareham st.....	.....	Pave	8,500
Washington st...	From State to Eliot sts.	Repave	40,000
“ “ ..	From Eliot to Dover sts.	Repave	18,000
Wendell st. ....	.....	Pave	5,800

CITY PROPER (District No. 9).

Street.	Location.		Amount.
Bay State road...	From Beacon st.	Macadamizing ..	\$4,000
Beacon st.	From Charles st. to Commonwealth ave. ..	Macadamizing ..	10,000
Bothnia st.....	.....	Grading, etc.....	3,000
Blagden st. ....	.....	Macadamizing ..	1,500
Brimmer st.....	.....	Macadamizing ..	3,000
Bulfinch st.....	From Harvard st. to Bowdoin sq.	Pave.....	1,500
Boylston st.....	From Church to Dartmouth sts	Macadamizing ..	8,000
Brookline st.	From Tremont st. to Columbus ave.....	Macadamizing ..	3,300
Bellevue st.....	From Longwood ave. to Brookline line....	Macadamizing ..	3,200
Brookline ave....	From Railroad to Brookline line	Macadamizing ..	20,000
Buckingham st...	.....	Macadamizing ..	1,500
Carver st.....	From Eliot to Pleasant sts.....	Pave	7,500
Chandler st.	From Berkeley st. to Columbus ave.....	Macadamizing ..	2,000
Charles st.	From Park sq. to Beacon st.....	Repave	4,000
Clarendon st.	From Tremont st. to Columbus ave.....	Macadamizing ..	2,000
Concord sq.....	.....	Macadamizing ..	1,400
Commonwealth ave.....	From Arlington st. to Chester park.....	Macadamizing ..	20,000
Columbus ave....	.....	Repairs	2,000
Dalton st.....	.....	Macadamizing ..	15,000
Dartmouth st....	.....	Macadamizing ..	3,000
Eliot st.....	.....	Repairs	3,000
Exeter st.....	From Beacon st to Huntington ave.....	Macadamizing ..	6,000
Fairfield st.....	From Beacon st. to Boylston st.....	Macadamizing ..	2,500
Falmouth st.....	.....	Macadamizing ..	5,000
Ferdinand st. ....	.....	Repairs	3,000
Francis st. ....	.....	Repairs	1,000
Haviland st.....	.....	Macadamizing ..	3,000
Huntington ave...	From Trinity sq. to West Chester park ..	Macadamizing ..	8,000
“ “ ...	From West Chester park to Tremont st. ..	Macadamizing ..	4,500
Irvington st. ....	.....	Macadamizing ..	3,000
Longwood ave...	.....	Macadamizing ..	3,000
Marlborough st...	From Arlington st. to West Chester park..	Macadamizing ..	8,000
Melrose st.....	.....	Repairs	3,000
Newbury st.	From West Chester park to Ipswich st...	Macadamizing ..	4,000
Park sq.....	.....	Repave	2,000
Parker st.....	.....	.....	4,000

Street.	Location.		Amount.
Piedmont st.....	.....	Repairs	\$2,000
Rutland sq.....	.....	Macadamizing ..	2,000
Shawmut ave. ...	.....	Repave	2,000
St. Botolph st...	.....	Macadamizing ..	3,000
St. James ave. ...	.....	Macadamizing ..	3,000
West Newton st..	.....	Macadamizing ..	4,000
West Newton st..	From B. & A. R.R. bridge to Falmouth st.	Macadamizing ..	5,000
Westland ave. ...	.....	Macadamizing ..	7,500
West Chester pk.	.....	Macadamizing ..	10,000
Winchester st....	.....	Repairs	2,000
Yarmouth st. ....	.....	Macadamizing ..	2,000
Warren ave.....	From Berkeley st. to Columbus ave.....	Macadamizing...	2,200
West Canton st...	From Tremont st. to Columbus ave.....	Macadamizing...	1,200
Warrenton st.....	From Eliot st. to the bend.....	Pave	4,000

CITY PROPER (DISTRICT No. 10).

Street.	Location.		Amount.
Allen st.	From Charles to Spring sts.....	Pave	\$6,000
Anderson st.....	From Cambridge to Pinckney sts.....	Resurfaced	2,500
Ashland st.	From Chambers to Leverett sts.	Pave	1,550
Auburn st.	From Leverett to Livingston sts. ....	.....	1,500
Barrett st.	From Fulton to North sts.....	Pave	2,000
Barton st.....	From Leverett to Milton sts.....	Pave	2,500
Battery st.....	From Hanover st. to North Ferry....	Repave.....	4,000
Beacon st.	From Tremont to Somerset sts.....	Pave	3,500
Billerica st.	From Causeway to Minot sts.....	Pave	4,500
Blackstone st....	From Haymarket sq. to North st	Repave.....	9,000
Blossom and Mc- Lean sts.....	.....	Asphalt.....	3,500
Bowker st.	From Chardon to Sudbury sts.....	Pave	5,500
Brighton st.....	From Allen to Leverett sts.....	Repave....	8,500
Cambridge st. ...	From Bowdoin sq., to the bridge	Repave.....	18,000
Canal st.....	From Causeway st. to Haymarket sq.....	Repave.....	8,000
Causeway st.	From Leverett st. to Charles River bridge..	Repave.....	15,000
Chambers st.	From Ashland to Poplar sts.	Repave.....	3,000
Chardon st.	From Bowdoin sq. to Merrimac st. ....	.....	6,500

Street.	Location.		Amount.
Charter st.....	From Copp's Hill to Unity st.....	Pave	\$4,500
Charter st.	From Unity to Hanover sts.....	Pave	8,500
Charlestown st. ..	Causeway st. to Haymarket sq.	Repave.....	6,500
Clark st.	From Hanover to Commercial sts.	Pave	2,500
Clinton st.....	Merchants' row to Mercantile st.	Repave.....	4,500
Commercial st. ..	From South Market to Cross sts.	Repave.....	5,000
Court st.	From Court sq. to Hanover st.	Repave.....	2,000
Commerce st.	From Atlantic ave. to Commercial st.....	Repave.....	1,500
Cooper st.....	From No. 20 to Salem st.....	Pave	1,800
Cotting st.....	From Leverett to Lowell sts.	Pave	2,000
Creek sq.	From Union to Blackstone sts.	Pave	2,500
Cross st.	From Haymarket sq. to Commercial st....	Repave.....	10,000
Devonshire st. ..	From Dock sq. to State st.....	Repave.....	2,000
Eastern ave.	From Commercial st. to South Ferry	Repave.....	2,500
Endicott st.....	From Hanover to Cross sts.....	Pave	2,500
Exchange st.	From Dock sq. to State st.....	Repave.....	2,500
Faneuil Hall sq...	.....	Repave.....	2,000
Fleet st.....	From Hanover to Commercial sts.	Repave	2,000
Foster st.....	.....	Repave	1,500
Fruit st.....	From Blossom to North Grove sts.....	Repave	2,500
Fulton st.....	From Richmond to Lewis sts.....	Pave	10,000
Fulton pl.....	From North to Fulton sts.	Pave	3,500
Garden-ct. st....	From Fleet st. to North sq.....	Pave	2,000
Grove st.	From Cambridge to Myrtle sts.....	Resurface.....	2,000
Hanover st.....	From Court to Commercial sts.....	Repave	10,000
Hanover ave.	From Hanover to North sts.....	Pave	1,500
Haverhill st.	From Causeway to Haymarket sq.	Repave	4,500
Hawkins st.....	From Sudbury to Chardon sts.....	Pave	4,000
Howard st.	From Court to Bulfinch sts.....	Repave	2,500
Hull st.	From Salem to Commercial sts.....	Pave	5,000
Kennard ave.	From Allen to Poplar sts.....	Pave	1,500
La Fayette ave...	From Prince to Endicott sts.....	Pave	1,000
Lancaster st.	From Causeway to Merrimac sts.....	Pave	3,000
Leverett st.	From Causeway to Charles sts.....	Repave	8,500
Lewis st.	From Commercial to North sts.....	Repave	2,000
Lowell st.....	.....	Repave	6,500
Merchant's row..	From State to North sts.....	Pave	6,500
Moon st.	From Fleet to Sun Court sts.....	Pave	3,000
Morton st.....	From Endicott to Salem sts.....	Pave	1,200

Street.	Location.		Amount.
Myrtle st.....	From Anderson to Grove sts.....	Pave	\$2,500
North st.	From Union to Fleet sts.....	Repave.	7,500
North Margin st..	From Cooper to Thacher sts.....	Pave	4,500
North sq.	From North to Moon sts.	Pave	3,000
Parkman st.....	From N. Anderson to N. Grove sts.....	Pave	2,000
Pinckney st.	From Charles to Brimmer sts.....	Pave	3,000
Pitts st.	From Green to Merrimac sts.	Repave	3,500
Portland st.	From Causeway to Market sts.....	Repave	4,000
Prince st.	From Causeway to Snowhill sts.....	Repave	3,000
Prospect st.....	From Merrimac to Lyman sts.....	Repave	2,000
Richmond st.	From Atlantic ave. to Mercantile sts.....	Pave	3,400
Salem st.	From Endicott to Prince sts.....	Repave	5,000
Salt lane	From Union st. to Creek sq.....	Pave	1,500
Scollay sq. ....	.....	Repave	2,000
Snowhill st.....	From Prince to Hull sts.....	Pave	3,500
Somerset st.	From Beacon to Howard sts.....	Pave	2,500
South Market st..	From Atlantic ave. to Quincy row.....	Repave	3,500
South Margin st..	From Pitts to Prospect sts.....	Pave	4,200
Spring st.....	From Leverett to Poplar sts.....	Pave	4,000
State st.	Kilby st. to Chatham row	Pave	5,500
Stillman st.	From Endicott to Salem st.....	Pave	2,600
Sudbury st.....	From Haymarket sq. to Court st.....	Repave	4,500
Sun Court st.	From North to Moon st.....	Pave	1,500
Travers st.....	From Charlestown to Merrimac st.	Pave	10,000
Union st.	From Dock sq. to Haymarket sq.....	Repave.	8,000
Unity st.....	From Charter to Tileston st.....	Pave	2,000
Wall st.....	From Minot to Causeway st.	Pave	4,500
Washington st. ..	From Haymarket sq. to Brattle st.....	Repave	6,000
Willard st.....	From Leverett to Lowell st.	Repave	2,000
	Total for City Proper		\$910,750

ROXBURY.

Street.	Location.		Amount.
Amory st.	Centre to School st.	Macadamizing ..	\$11,500
Blue Hill ave.	Dudley to Quincy st.	Pave	40,000
Brookford st.	Blue Hill ave. to Howard ave.	Macadamizing ..	4,500
Burgess st.	Dudley to Clifton st.	Macadamizing ..	2,000
Centre st.	Highland to O. C. R. R.	Macadamizing ..	5,000
Conant st.	Parker st. to Huntington ave.	Macadamizing ..	4,800
Creighton st.	Centre to Day st.	Macadamizing ..	4,000
Culvert st.	Tremont to Ruggles st.	Macadamizing ..	2,500
Dearborn st.	Albany to Dudley st.	Macadamizing ..	1,500
Dudley st.	Eliot sq. to N. Y. & N. E. R. R.	Macadamizing ..	20,000
Dewey st.	Blue Hill ave. to Howard ave.	Macadamizing ..	3,000
Dunreath st. ....	.....	Macadamizing ..	1,000
East Chester pk. .	Swett st. to N. Y. & N. E. R. R.	Macadamizing ..	.....
Eustis st.	Washington to Dearborn st.	Macadamizing ..	3,000
Fulda st.	Ellis to Highland st.	Macadamizing ..	4,750
Gay Head st. ....	.....	Macadamizing ..	3,500
Georgia st.	Blue Hill ave. to Elm Hill ave.	Macadamizing ..	4,400
Harold st.	Crawford to Hutchings st.	Macadamizing ..	4,500
Harrison ave.	Northampton to Warren st.	Macadamizing ..	30,000
Haskins st.	Vernon to Ruggles st.	Macadamizing ..	2,400
Herman st.	Circuit to Regent st.	Macadamizing ..	1,250
Highland st.	Marcella to Centre st.	Macadamizing ..	3,500
Howland st.	Elm Hill to Humboldt ave.	Macadamizing ..	6,000
Humboldt ave.	Townsend st. to Walnut ave.	Macadamizing ..	30,000
Huntington ave. .	Gainsboro' to Tremont st.	Macadamizing ..	55,000
Kemble st.	Hampden to Magazine st.	Macadamizing ..	3,000
Kent st.	Roxbury to Vernon st.	Macadamizing ..	1,600
Lenox st.	Washington to Tremont st.	Pave.	8,400
Longwood ave.	Parker st. to Huntington ave.	Macadamizing ..	6,000
Magazine st.	Norfolk ave. to Chester park	Macadamizing ..	7,500
Marcella st.	Washington to Centre st.	Macadamizing ..	10,000
Minden st.	Bickford to Day st.	Macadamizing ..	7,200
Monroe st.	Walnut ave. to Warren st.	Macadamizing ..	10,500
Norfolk ave.	Magazine st. to N. Y. & N. E. R. R.	Macadamizing ..	6,000
Northampton st. .	Harrison ave. to Albany st.	Macadamizing ..	8,800
Parker st.	Huntington ave. to Tremont st.	Macadamizing ..	15,000
Proctor st.	East Chester park to Norfolk ave.	Macadamizing ..	7,500

Street.	Location.		Amount.
Quincy st.	Warren st. to N. Y. & N. E. R.R.....	Macadamizing ..	\$16,000
Roxbury st.....	Washington to Linden Park st.....	Macadamizing ..	4,000
Ruggles st.....	Washington to Parker st.....	Macadamizing ..	10,800
Ritchie st.....	Marcella to Centre st.....	Macadamizing ..	13,000
Savin st.	Warren st. to Blue Hill ave.....	Macadamizing ..	2,500
Shirley st.	Dudley to George st.....	Macadamizing ..	3,000
Stanwood st.....	Columbia st. to Blue Hill ave.....	Macadamizing ..	8,500
Thwing st.....	.....	Macadamizing ..	1,800
Townsend st.	Washington to Warren st.	Macadamizing ..	16,000
Tremont st.....	Downer to Francis st.....	Macadamizing ..	10,000
Tremont st.....	Francis st. to O. C. R.R.	Pave	30,000
Tremont st.....	Chester park to Francis st.	Repave	45,000
Warren st.....	Dudley to Quincy st.....	Pave	32,000
Washington st....	Elmore to Seaver st.....	Macadamizing ..	8,000
	Total for Roxbury		\$577,700

WEST ROXBURY.

Street.	Location.		Amount.
Allandale st.....	To Brookline line.....	Macadamizing...	\$5,000
Amory st.		Macadamizing...	8,000
Anawam st.....		Macadamizing...	4,000
Ashland st.		Macadamizing...	5,000
Baker st.		Macadamizing...	3,000
Bourne st.		Grade, macadam- izing, gutters ..	2,000
Beech st.....		Grade, macadam- izing, gutters ..	4,000
Boylston st.....	Washington to Centre st.....	Macadamizing...	10,000
Bellevue st.		Macadamizing...	5,000
Centre and South sts.	Corey st. to Roslindale station.....	Macadamizing...	15,000
Canterbury st....		Macadamizing...	3,000
Clive st.....		Macadamizing...	2,000
Forest Hills st...		Macadamizing...	5,000
Florence st.....		Macadamizing...	2,500
Grove st.		Macadamizing...	2,000

Street.	Location.		Amount.
Hyde Park ave. . .	Corey to Walkhill st.	Macadamizing...	\$2,000
Holbrook st. . . .	.....	Macadamizing...	3,000
Johnson st.	From Baker.....	Grade, Macadamizing	3,000
Lamartine st. ....	.....	Resurface	8,000
LaGrange st. ....	.....	Grade and Macadamizing	12,000
Maple st. ....	.....	Extending grade.	5,000
Metropolitan ave.	Clarendon Park to Washington st.....	Macadamizing...	5,000
Morton st. ....	.....	Macadamizing...	3,000
Maynard st. ....	.....	Macadamizing...	3,000
Perkins st.	Perkins place to Centre st.	Macadamizing...	3,000
Mozart st. ....	.....	Macadamizing...	4,000
Poplar st. ....	.....	Macadamizing...	2,000
Sedgwick st. ....	.....	Macadamizing...	3,000
Short st. ....	.....	Macadamizing...	5,000
Temple st. ....	.....	Macadamizing...	4,000
Walkhill st.	Hyde Park ave. to Back st.	Macadamizing...	9,000
Woodman st. ....	.....	Resurface	2,000
Wachusett st. ....	.....	Macadamizing...	1,500
Washington st. ....	.....	Resurface	16,000
Washington st.	Egleston square to Forest Hills	Resurface	15,000
Wise st. ....	.....	Macadamizing...	2,000
Total for West Roxbury .....		.....	\$186,000

DORCHESTER.

Street.	Location.		Amount.
Adams st.	Field's Corner to Meeting-house Hill	Macadamizing...	\$1,000
Armandine st.	Washington st. to Milton ave.	Macadamizing...	4,500
Ashmont st.	Neponset ave. to Adams st.	Macadamizing...	7,500
Ashmont st.	Dorchester ave. to Washington st.	Macadamizing...	5,400
Arcadia st. ....	.....	Macadamizing...	3,500
Beach st.	Commercial to Park st.	Macadamizing...	5,000
Brent st.	Washington to Carlisle st.	Macadamizing...	3,500
Bellevue st.	Columbia to Quincy st.	Macadamizing...	1,500

Street.	Location.		Amount.
Blue Hill ave....	Columbia to Mattapan st.....	Macadamizing...	\$30,000
Barrington st....	Columbia to Bowdoin ave.	Macadamizing...	6,000
Corbett st.....	Norfolk to Morton st.....	Macadamizing...	3,500
Cottage st.....	.....	Macadamizing...	2,500
Bailey st.	Dorchester ave. to Washington st.....	Macadamizing...	5,200
Bowdoin st.....	.....	Macadamizing...	4,000
Commercial st....	Preston to Neponset ave.	Macadamizing...	6,000
Dorchester ave...	Glover's Corner to Dorset st.	Pave	60,000
Dorchester ave. ..	Melville ave. to Lower Mills	Macadamizing...	18,000
Edson st.	Norfolk st. to Milton ave.	Macadamizing...	8,500
Gleason st.....	From Harvard st.....	Macadamizing...	2,500
Granite ave.....	Adams st. to R.R. bridge.....	Macadamizing...	10,000
Geneva ave.	Bowdoin st. to Westville st.....	Grading	10,000
Harvard st.	Washington st. to Bernard st.....	Macadamizing...	9,000
Kane st.	Stanley st. to Bellevue st.....	Macadamizing...	2,000
Minot st.....	Adams st. to Neponset ave.....	Macadamizing...	8,000
Medway st. ....	.....	Macadamizing...	2,500
Mill st.....	Adams to Preston st.....	Macadamizing...	4,500
Norfolk st..	Milton ave. to R.R	Macadamizing...	8,000
Nelson st.....	Norfolk to Evans st.....	Macadamizing...	8,000
Neponset ave....	Mill to Minot ave.....	Macadamizing...	12,000
Percival st..	Bowdoin to Fox st.....	Macadamizing...	3,000
Quincy st.....	Columbia to Coleman st.	Macadamizing...	2,500
River st.....	Mattapan to Washington st.....	Resurface	8,000
Richfield st.....	Olney to Columbia st.	Macadamizing...	5,000
Stanton st.....	Norfolk to Evans st.....	Macadamizing...	4,000
Stanley st.	Quincy to Kane st.	Macadamizing...	3,000
School st.....	Washington to Harvard st.....	Macadamizing...	1,200
Sawyer st. ....	.....	Macadamizing...	2,000
Talbot ave.....	Norfolk to Blue Hill ave.....	Macadamizing...	8,000
Thetford ave.	Norfolk to Evans st.	Macadamizing...	4,000
Tenean st.. ....	.....	Macadamizing...	6,000
Union ave.....	.....	Macadamizing...	5,500
Washington st. ..	.....	Macadamizing. .	5,000
Washington st. ..	R.R. bridge to Park st....	Macadamizing...	13,000
Wittington st....	.....	Macadamizing...	1,500
	Total for Dorchester .....	.....	\$323,800

SOUTH BOSTON.

Street.	Location.		Amount.
A st.	Broadway to First st.	Remove Cobble and repave	\$10,000
Atlantic st. ....	.....	Macadamizing ..	2,000
B st.	Broadway to First st.	Macadamizing ..	1,500
Bolton st.	B to E st.	Edgestone and grading	4,500
Boston st.	Bellflower to Mt. Vernon	Macadamizing ..	3,300
Cresecent ave. ....	.....	Resurface	1,200
Dorchester st.	Sixth to Eighth st.	Resurface	2,000
Dorchester st.	Eighth to Dorchester ave.	Pave	22,000
Dorchester ave.	Washburn to Pond st.	Pave	40,000
D st.	Seventh to R.R.	Pave	7,000
D st.	Broadway to Seventh st.	Pave	12,000
Ellery st. ....	.....	Macadamizing ..	1,000
E st.	Second st. to Third st., and on Third st. to 219.	Asphalt	7,000
First st.	H st. to Q st.	Macadamizing ..	7,000
Fifth st.	H st. to I st.	Macadamizing ..	1,000
Fifth st.	L st. to N st.	Macadamizing ..	1,500
Emerson st.	Broadway to H st.	Pave	4,500
Emerson st.	L to M st.	Macadamizing ..	1,000
F st.	Broadway to Second st.	Macadamizing ..	1,000
F st.	Broadway to Eighth st.	Macadamizing ..	2,000
First st.	R.R. to F st.	Edgestones and pave	30,000
H st.	Fourth to Sixth st.	Macadamizing crossings	2,000
K st.	Broadway to First st.	Macadamizing ..	2,000
L st.	First to Third st.	Macadamizing ..	1,000
N st.	Fourth to Eighth st.	Macadamizing ..	3,000
Ninth st.	L to N st.	Macadamizing .	1,500
Ninth st.	K to Mereer st.	Macadamizing ..	4,000
Seventh st.	B to D st.	Pave	15,000
Swan st.	Colony to Foundry st.	Remove cobble and repair	5,500
Third st.	H to L st.	Macadamizing ..	8,000
Third st.	L to M st.	Gutters	2,000
Vale st. ....	.....	Macadamizing .	1,500
West Sixth st. ..	F to Dorchester st.	Macadamizing ..	2,000
West Seventh st.,	C to Dorchester st.	Macadamizing ..	1,000
Washburn st.	Dorchester ave. to Boston st.	Macadamizing ..	2,000
	Total for South Boston. ....	.....	\$212,000

EAST BOSTON.

Street.	Location.		Amount.
Beachmont ave. . .	Ashley ave. to Revere line.....	Grade	\$2,000
Bennington st. . .	Extension.....	Grade	6,000
Bremen st. ....	.....	Resurface.....	500
Brooks st.	Chelsea to Bennington st.....	Resurface.....	1,000
Border st.	White to Condor st.	Pave	10,000
Bennington st. . .	Central sq. to Prescott st.	Pave	22,000
Condor st.	Border to Meridian st.....	Pave	3,500
Chelsea st.	E. Eagle to Prescott st.....	Resurface.....	6,000
Decatur st.	Bremen to Meridian st.....	Macadamizing ..	1,000
Eagle sq. ....	.....	Macadamizing ..	1,500
Everett st.	Cottage to Jeffries st.....	Macadamizing ..	1,000
Havre st.	Sumner to Maverick st.....	Resurface.....	6,000
Jeffries st.	Maverick to Marginal st.	Macadamizing ..	1,500
Leyden st.	Breed to Chelsea st.....	Macadamizing ..	3,000
Marginal st.	Jeffries to Lynn R.R.	Macadamizing ..	1,500
Maverick st.	Meridian to Border st.....	Macadamizing ..	1,000
Meridian st.	Condor to bridge.....	Pave	2,500
Putnam st.	Chelsea to Bennington st. . .	Macadamizing ..	1,000
Saratoga st.	Meridian to Prescott st.....	Macadamizing ..	3,000
Sumner st.	Orleans to Jeffries st.	Macadamizing ..	3,000
Webster st.	Orleans to Jeffries st.	Macadamizing ..	3,000
White st.	Meridian to Putnam st.....	Macadamizing ..	2,000
	Total for East Boston.....	.....	\$82,000

CHARLESTOWN.

Street,	Location.		Amount.
Alford st. ....	.....	Sea-wall, edge- stone, brick sidewalk, and pave	\$15,000
Austin st.	Main to Chapman st. . .	Pave	10,000
Bunker Hill st. . .	Elm to No. Mead st.....	Macadamizing ..	2,000
Caldwell st. ....	.....	Grading, etc.....	6,000
Cook st. ....	.....	Macadamizing ..	700

Street.	Location.		Amount.
Chamber st.....	.....	Macadamizing ..	\$700
Elmwood st.....	.....	Grading, etc.....	1,600
High st.....	Winthrop to Walker st.	Macadamizing ..	4,500
Harvard st.	City sq. to junction Main st.....	Macadamizing ..	2,500
Henley st.....	Chelsea to junction Warren st.	Pave	5,000
Henley st.....	Main st. to Harvard sq.....	Macadamizing ..	1,200
Medford st.....	Lexington to Chelsea st.	Pave	20,000
Medford st.	Belmont to Main st.....	Repave, etc.	4,500
Monument st.....	Medford to Bunker Hill st.....	Macadamizing ..	2,000
Lincoln st. ....	.....	Macadamizing ..	3,000
Pleasant st.	Main to Warren st.....	Pave	1,600
Frothingham ave. ....	.....	Pave	6,000
Rutherford ave. ...	Devens to Cambridge st.	Pave and edge- stone	65,000
So. Eden st.....	.....	Pave	6,000
Sackville st.....	.....	Grade	6,000
Washington st. ...	.....	Macadamizing ..	4,500
	Total for Charlestown.....	.....	\$167,800

BRIGHTON.

Street.	Location.		Amount.
Beacon st.....	Relocation.....	Macadamizing and grading...	\$30,000
Cambridge st.....	Washington to Allston st.....	Macadamizing...	9,000
Dunboy st.....	.....	Macadamizing...	2,500
Dighton pl.....	.....	Macadamizing...	2,500
Englewood ave...	.....	Macadamizing...	3,600
Dustin st.....	.....	Macadamizing...	3,000
Everett st.....	Raymond to N. Beacon st.....	Macadamizing...	5,000
Easton st.....	Franklin to Mansfield st.....	Macadamizing...	1,200
Faneuil st.....	.....	Macadamizing...	6,000
Franklin st.....	.....	Macadamizing...	3,500
Foster st.....	.....	Macadamizing...	6,000
Hobart st.....	Brooks to Faneuil st.	Macadamizing, grade, fence, culvert.....	3,000

Street.	Location.		Amount.
Murdock st.....	Cambridge to N. Beacon st.....	Macadamizing, grade	\$3,000
N. Harvard st....	Cambridge to Bridge st.....	Macadamizing...	5,000
Riverdale st.....	.....	Grading.....	2,500
Western ave.....	Barry's Corner to Bridge st.....	Macadamizing...	10,000
Winship st.....	.....	Macadamizing...	3,500
Washington st....	Cambridge to Brookline line.....	Macadamizing...	10,000
Warren st.....	.....	Macadamizing...	3,000
Union st.....	.....	Macadamizing...	3,000
	Brighton....	.....	\$115,300

RECAPITULATION.

City Proper, District 8	\$318,700 00	
“ “ 9	228,800 00	
“ “ 10	363,250 00	
		\$910,750 00
Roxbury		540,200 00
West Roxbury		186,000 00
Dorchester		323,800 00
South Boston		212,000 00
East Boston		82,000 00
Charlestown		167,800 00
Brighton		115,300 00
Total		<u>\$2,537,850 00</u>

To maintain the department on the present basis there will be required for

Pay-rolls, 12 months	\$480,000 00
Material, teaming, etc.	800,000 00
	<u>\$1,280,000 00</u>
Estimated income	<u>\$15,000 00</u>

Respectfully submitted,
J. EDWIN JONES,
Superintendent of Streets.

POLICE DEPARTMENT.

BOARD OF POLICE FOR THE CITY OF BOSTON,
No. 7 PEMBERTON SQUARE, Feb. 17, 1890.

TO THE HONORABLE THE CITY COUNCIL:—

GENTLEMEN, — The Board of Police for the City of Boston, in conformity with Sect. 4, Chap. 323, of the Acts of 1885, hereby makes requisition on your Honorable Body for the sum of one million one hundred seventy-one thousand one hundred fifty-two and $\frac{68}{100}$ dollars (\$1,171,152.68), to meet the expenses of the Police Department, including Pensions, House of Detention, and Station-house Matrons for the financial year 1890–91.

POLICE DEPARTMENT.

Salaries, at rates now established . . .	\$1,018,286 68
Pay of 32 reserve officers . . .	23,360 00
Pensions	32,000 00
Fuel, gas, water, and watering streets . . .	18,000 00
Furniture and bedding	4,000 00
Badges, buttons, clubs, belts, etc. . . .	1,500 00
Printing and stationery	3,500 00
Care, cleaning, and repairing station-houses, and City Prison	13,000 00
Repairs and supplies for police steamers . .	5,000 00
Care and rent of telephones and lines . .	3,000 00
Purchase, keeping, and care of horses and equipments	10,000 00
Carting prisoners	5,000 00
Food for prisoners	1,800 00
Medical attendance on sick and injured persons	5,000 00
Carriage-hire	600 00
Pursuit and detection of criminals . . .	6,000 00
Uniform cloth, helmets, and caps . . .	9,500 00
Removing ice in harbor	2,000 00
	\$1,161,546 68

HOUSE OF DETENTION AND STATION-HOUSE
MATRONS.

Salaries	\$7,120 00
Fuel and light	161 00

Amounts carried forward, \$7,281 00 \$1,161,546 68

<i>Amounts brought forward,</i>		\$7,281 00	\$1,161,546 68
Water and ice	.	25 00	
Furniture and bedding	.	150 00	
Printing and stationery	.	100 00	
Care and cleaning	.	500 00	
Keeping horses, etc.	.	1,000 00	
Carting prisoners	.	100 00	
Food for prisoners	.	300 00	
Medical attendance and medicine,		150 00	
			9,606 00
Total	.	.	<u>\$1,171,152 68</u>

Respectfully submitted,

A. T. WHITING,
WILLIAM H. LEE,
W. M. OSBORNE,
Board of Police.

PRINTING, ETC.

OFFICE OF SUPERINTENDENT OF PRINTING,
CITY HALL, Jan. 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

The following estimate for printing, binding, and stationery required for the City Council for the next financial year is respectfully submitted:—

Printing documents, etc.	.	\$22,000 00
Printing stock	.	2,000 00
Stationery	.	500 00
City Council Proceedings:—		
Newspaper reports.	.	\$10,000 00
Phonographic reports	.	3,500 00
Index for minutes of 1890, compiling, printing, and binding	.	3,000 00
		16,500 00
City bonds	.	500 00
<i>Amount carried forward,</i>		<u>\$41,500 00</u>

<i>Amount brought forward,</i>	\$41,500 00
Documents — Record Commissioners . . .	3,000 00
Salary of Superintendent, clerk-hire, and miscellaneous expenses	4,000 00
	\$48,500 00

Estimated income \$8,000 00

Respectfully submitted,

THOMAS J. LANE,
Superintendent.

PUBLIC BUILDINGS.

OFFICE OF SUPT. OF PUBLIC BUILDINGS,
BOSTON, Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I herewith submit amounts required to defray expenses on the public buildings for the coming financial year: —

Rents and taxes	\$22,000 00
Mason-work	16,000 00
Carpentry	16,000 00
Salaries	13,500 00
Painting and glazing	12,000 00
Heating apparatus	12,000 00
Engineers and janitors	11,000 00
Plumbing and gas-fitting	11,000 00
New furniture and repairs of old	8,000 00
Electric lighting	7,000 00
Fuel	5,000 00
Whitening and plastering	5,000 00
Roofing, gutters, and conductors	5,000 00
Iron-work, fences, etc.	4,000 00
Gas	3,000 00
Water, ice, etc.	2,000 00
Board and shoeing of 2 horses, and repairs of harnesses and carriages	1,000 00
Teaming and watering streets	1,000 00

<i>Amount carried forward,</i>	\$154,500 00
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<i>Amount brought forward,</i>	\$154,500 00
Alterations and improvements in engine-houses five (5) and ten (10), and Hook and Ladder House two (2), to adapt the same for permanent companies . . .	9,000 00
Total for Public Buildings . . .	<u>\$163,500 00</u>

Respectfully submitted,

JAS. C. TUCKER,

Supt. Public Buildings.

PUBLIC CELEBRATIONS.

CITY HALL, BOSTON, Feb. 1, 1890.

I estimate the expenses under this head for the next year as follows : —

May 30, 1890	\$6,000 00
June 17, 1890	5,000 00
July 4, 1890	12,000 00
Labor Day	1,000 00
	<u>\$24,000 00</u>

JAMES H. DODGE.

City Auditor.

PUBLIC INSTITUTIONS.

OFFICE OF COMMISSIONERS OF PUBLIC INSTITUTIONS,
BOSTON, Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

SIR, — The Commissioners of Public Institutions respectfully submit their estimate of the amount of appropriation that will be required for the several Public Institutions, Pauper, Steamboat, and Office expenses, and the income to be received from the same during the financial year commencing May 1, 1890, as follows, viz. : —

HOUSE OF INDUSTRY.

Subsistence	\$56,000 00
Salaries	38,000 00
Stone department	17,500 00
Clothing and bedding	15,000 00
Fuel and lights	12,300 00
Repairs and alterations	10,000 00
Religious services	3,000 00
Agricultural department	2,500 00
Furniture and utensils	2,500 00
Water	2,500 00
Medical department	1,600 00
Soap and stock	1,000 00
Books, printing, and stationery	950 00
Band expenses	700 00
Printing department	700 00
Labor and contract	500 00
Telephone	275 00
Postage	275 00
Dinner for city government	150 00
Entertainment and holidays	100 00
Transportation and carriage-hire	100 00
Toilet-paper	60 00
School supplies	50 00
All other items	100 00
Total	<u>\$165,860 00</u>
Income	<u>\$30,000 00</u>

LUNATIC HOSPITAL.

(Including outlying ward at Austin Farm.)

Subsistence	\$37,000 00
Salaries	27,000 00
Fuel and lights	8,300 00
Agricultural department	5,500 00
Repairs and alterations	6,300 00
Clothing and bedding	3,275 00
Furniture and utensils	2,500 00
Water	2,300 00
Medical department	1,550 00
Soap and stock	875 00
Amount carried forward,	<u>\$94,600 00</u>

<i>Amount brought forward,</i>	\$94,600 00
Books, printing, and stationery	650 00
Entertainment and holidays	350 00
Telephone	250 00
Transportation and carriage-hire	205 00
Postage and rent of P. O. box	115 00
Burials	75 00
Toilet-paper	15 00
Expressage	200 00
All other items	90 00
 Total	 \$96,550 00
 Income	 \$8,000 00

Special Appropriations.

For new building at Austin Farm	\$30,000 00
“ “ dining-room at Austin Farm	1,500 00

MARCELLA-ST. HOME.

Subsistence	\$15,000 00
Salaries	14,000 00
Clothing and bedding	5,000 00
Fuel and lights	4,500 00
Repairs and alterations	2,500 00
Agricultural department	1,500 00
Furniture and utensils	1,500 00
Medical department	800 00
Water	1,400 00
School supplies	500 00
Entertainment and holidays	500 00
Soap and stock	300 00
Books, printing, and stationery	300 00
Burials	150 00
Telephone	150 00
Transportation and carriage-hire	100 00
Expressage	50 00
Gratuities	25 00
Postage	25 00
All other items	100 00
 Total	 \$48,400 00

HOME FOR PAUPERS, RAINSFORD'S AND LONG ISLANDS.

Subsistence	\$29,000 00
Salaries	10,000 00
Repairs and alterations	7,500 00
Fuel and light	6,500 00
Clothing and bedding	6,500 00
Agricultural department	6,000 00
Medical department	3,500 00
Water	2,700 00
Furniture and utensils	2,500 00
Soap and stock	1,000 00
Books, printing, and stationery	500 00
Telephone	432 00
Religious services	325 00
Entertainment and holidays	150 00
Postage	150 00
Gratuities	50 00
Toilet-paper	25 00
All other items	125 00
Total	\$76,957 00

For Special Appropriations.

For hospital on Long Island	\$125,000 00
“ barn “ “	5,000 00
“ morgue “ “ “	1,000 00

ALMSHOUSE, CHARLESTOWN.

Subsistence	\$8,000 00
Salaries	2,712 00
Fuel and lights	1,725 00
Repairs and alterations	1,200 00
Clothing and bedding	1,200 00
Agricultural department	800 00
Medical department	539 00
Furniture and utensils	500 00
Water	450 00
Soap and stock	200 00
Burials	200 00
Telephone	144 00
Expressage	125 00
Books, printing, and stationery	100 00

*Amount carried forward,***\$17,895 00**

<i>Amount brought forward,</i>	\$17,895 00
Transportation and carriage-hire . . .	75 00
Postage and rent of P.O. box . . .	20 00
Entertainment and holidays . . .	10 00
Total	\$18,000 00

COUNTY OF SUFFOLK, HOUSE OF CORRECTION.

Subsistence	\$43,000 00
Salaries	26,000 00
Fuel and lights	10,000 00
Clothing and bedding	8,000 00
Repairs and alterations	7,000 00
Labor and contract	4,000 00
Furniture and utensils	3,000 00
Water	2,500 00
Agricultural department	2,000 00
Religious services	1,800 00
Gratuities	1,200 00
Medical department	800 00
Soap and stock	700 00
Books, printing, and stationery	500 00
Entertainment and holidays	250 00
Postage and rent of P.O. box	160 00
Transportation and carriage-hire	100 00
Dinner for City Government	100 00
Telephone	100 00
Toilet-paper	100 00
School supplies	55 00
Burials	30 00
Expressage	5 00
Total	\$111,400 00
Income	\$20,000 00

PAUPER EXPENSES.

Support of person outside the city institu- tions	\$144,000 00
Salaries	8,500 00
Transportation and travel	4,000 00
Medical attendance	3,000 00
<i>Amount carried forward,</i>	\$159,500 00

<i>Amount brought forward,</i>	\$159,500 00
Keeping horses and repairs to carriages and harness	1,800 00
Copying tax records and histories of paupers,	1,800 00
Books, printing, and stationery	500 00
Postage	200 00
Telephone	100 00
Burials	100 00
Telegrams	25 00
 Total	 \$164,025 00
 Income	 \$3,000 00
 Special appropriation	 \$24,717 59

To settle a claim of the Commonwealth of Massachusetts for support of various city charges between May, 1884, and October, 1888, due Oct. 1, 1888. This amount was asked for in the estimate of appropriation for pauper expenses for the years 1889 and 1890, and also in communication dated Jan. 13, 1890, but not being granted by the City Council, the bill, properly certified and approved, remains unpaid.

STEAMER "J. PUTNAM BRADLEE."

Manning	\$8,500 00
Repairs and alterations	5,000 00
Fuel	3,000 00
Rent of dock	2,000 00
Chandlery	300 00
Water	200 00
Telephone	126 00
Waste and oil	100 00
All other items	50 00
 Total	 \$19,276 00

OFFICE EXPENSES.

Salaries of Commissioners and clerks	\$19,100 00
Books, printing, and stationery	600 00
Telephone	120 00
Postage and rent of P.O. box	100 00
All other items	100 00
 Total	 \$20,020 00

RECAPITULATION.

House of Industry	\$165,860 00
Lunatic Hospital and outlying ward at Austin Farm	96,550 00
Marcella-st. Home	48,400 00
Home for Paupers, Rainsford's and Long islands	76,957 00
Almshouse, Charlestown	18,000 00
County of Suffolk, House of Correction	111,400 00
Pauper expenses	164,025 00
Steamer "J. Putnam Bradlee"	19,276 00
Office expenses	20,020 00
Total	<u>\$720,488 00</u>

SPECIAL APPROPRIATIONS.

For new building at Austin Farm	\$30,000 00
" dining-room " "	1,500 00
" hospital on Long Island	125,000 00
" barn " "	5,000 00
" morgue " "	1,000 00
" Commonwealth of Massachusetts, on pauper expenses	24,717 59
Total	<u>\$187,217 59</u>

INCOME.

House of Industry	\$30,000 00
Lunatic Hospital	8,000 00
County of Suffolk, House of Correction	20,000 00
Pauper expenses	3,000 00
Total	<u>\$61,000 00</u>

For the Commissioners,

THOMAS L. JENKS,

Chairman.

PUBLIC LANDS.

BOSTON, Feb. 1, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

SIR, — The Board of Street Commissioners estimate the requirements of the appropriation for public lands for the financial year 1890-91, for the expenses of sales of land, care of buildings and fences, removal of snow, plans, printing, stationery, etc., five thousand (\$5,000) dollars.

There will be no income from the department.

Respectfully,

JOHN P. DORE,

Chairman.

PUBLIC LIBRARY.

PUBLIC LIBRARY OF THE CITY OF BOSTON,

February 19, 1890.

JAMES H. DODGE, Esq., *City Auditor, City Hall, Boston*: —

DEAR SIR, — In reply to your letter of January 6, 1890, I am instructed by the Trustees to send you the appended detailed estimate of the amount required to defray the expense of the maintenance of the Central Library, including the Lower Hall on Boylston street, and the Branches at East Boston, South Boston, Roxbury, Charlestown, Brighton, Dorchester, South End, and Jamaica Plain, and the Delivery Stations and Reading-Rooms at Allston, Lower Mills, Mattapan, Neponset, North End, Roslindale, West Roxbury, and Mt. Bowdoin, supplying the Marcella-street Home, the institutions at Deer Island, the Engine-houses and the Boston Protective Department, amounting in the aggregate to \$151,775.

This sum includes the amount required to keep the Library open week-day evenings and Sundays, a service which exceeds that of former years by over one-third as much time during the week and by fifty-two full days for Sundays.

This sum also includes the rental of branch library buildings and repairs on buildings, which, until the year before last, were not included in the appropriation for the Library.

The preparation of an Index to the City Documents and records that the Trustees have undertaken at the request of

His Honor the Mayor will be a considerable addition to the regular work of the Library.

The remarkable increase in the general circulation of the Library, amounting in the past year to nearly ten per cent. over the previous year, and the rapid increase in the number of books, will also add to the work of the Library, and necessitate an increase of expenditure over that of former years.

The Trustees in making this estimate have been actuated by a desire to keep the expenditures of this department as small as possible, and they believe that the Library cannot be efficiently and economically conducted for a smaller amount.

SAML. A. B. ABBOTT,
President.

The Trustees of the Public Library of the City of Boston.

PUBLIC LIBRARY ESTIMATES, 1890-91.

Binding, materials and books	. \$4,500 00
Books and periodicals . . .	. 20,000 00
Catalogue and printing of same	. 10,000 00
Expense	. 3,000 00
Fuel	. 4,000 00
Furniture and fixtures . . .	. 1,500 00
Gas and electricity	. 8,000 00
Mt. Bowdoin	. 1,000 00
Rents	. 5,875 00
Repairs	. 3,000 00
Salaries	. 87,000 00
Stationery and postage . . .	. 1,200 00
Transportation	. 2,700 00
	————— \$151,775 00

RECORD COMMISSIONERS.

CITY HALL, BOSTON, Feb. 7, 1890.

JAMES H. DODGE, Esq. : —

DEAR SIR, — In reply to your circular, the Record Commissioners would report that they estimate the expenses for next year at the same rate as heretofore, viz. : \$5,000 for salaries and office-work, and an item of \$3,000 for printing,

together with the unexpended balance of their printing account to be carried forward.

Yours very respectfully,

W. H. WHITMORE,

Chairman.

REGISTRATION OF VOTERS, ETC.

BOSTON, Feb. 7, 1890.

MR. JAMES H. DODGE, *City Auditor*: —

SIR, — In compliance with your communication dated Jan. 6, 1890, I have the honor to transmit the following detailed estimate of the amount deemed necessary to meet the expenditures of this department for the ensuing financial year 1890-91: —

Salaries of Registrars	\$9,000 00
Assistant registrars and clerks	19,000 00
Printing of voting-lists, etc.	8,000 00
Contingent expenses	4,800 00
Stationery	1,200 00
Janitors in charge of rooms for registration, ...	800 00
Assessors' copy of lists of polls for 1890	2,250 00
Advertising in newspapers	700 00
Jury list (printing and binding)	250 00
	\$46,000 00

Respectfully,

L. E. PEARSON,

Chairman.

ELECTION EXPENSES.

CITY HALL, Feb. 10, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I herewith submit an estimate of the amount required for election expenses, in addition to the requirements of the Registrars of Voters, for the next financial year: —

Election officers and deputies, six in each precinct, for State and city elections .	\$33,748 00
Special police officers	2,860 00
Extra clerical assistance and labor	500 00
Ballot-boxes and repairs	500 00
Printing	4,700 00
Stationery, postage, etc.	2,425 00
Advertising	3,450 00
Carriages	3,000 00
Building and furnishing polling-places .	30,000 00
	<u>\$81,183 00</u>

(See estimate of Superintendent of Public Buildings below.)

All the above estimates are based on the supposition that the number of polling-places and the election laws remain the same as on Jan. 1, 1890. Should the proposed changes in the election laws now before the Legislature be carried out, the amount of money required would exceed the above estimate.

Respectfully submitted,

EDWIN U. CURTIS,
City Clerk.

ELECTION EXPENSES.

OFFICE OF SUPT. PUBLIC BUILDINGS,
Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

DEAR SIR, — I would respectfully recommend the following appropriation for election expenses for the coming financial year.

For procuring voting precincts, heating, furnishing, etc.	<u>\$30,000 00</u>
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The above estimate is based on the supposition that the school-houses can be used as formerly.

Yours respectfully,

JAS. C. TUCKER,
Superintendent Public Buildings.

SALARIES.

CITY HALL, BOSTON, Feb. 1, 1890.

For the salaries of the Board of Aldermen, Clerk of Committees, his assistant and Clerk-hire, the Clerk of the Common Council, his assistant, and Messenger, there will be needed the sum of \$31,000.

JAMES H. DODGE,
City Auditor.

SCHOOLS.

ESTIMATES, 1890-91.

SCHOOL COMMITTEE,
OFFICE OF ACCOUNTS, Feb. 11, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — The Committee on Accounts of the School Committee herewith transmit to you estimates of the amount which will be required to meet the expenses of the public schools for the financial year commencing on the first day of May, 1890, and ending April 30, 1891, exclusive of the expenses for furniture, repairs, alterations, and the building of school-houses.

Very respectfully yours,

GEO. R. SWASEY,
Chairman Committee on Accounts, School Committee.

SALARIES OF INSTRUCTORS.

First Grade.

7 Head-Masters,	at \$3,780	\$26,460 00
1 Master,	“ 3,168	3,168 00
21 Masters,	“ 2,880	60,480 00
2 Junior Masters,	“ 2,304	4,608 00
5 “ “	“ 2,016	10,080 00
1 Junior Master	“ 1,872	1,872 00

Amount carried forward, \$106,668 00

<i>Amount brought forward,</i>				\$106,668 00
2	Junior Masters,	at	1,728	3,456 00
4	“ “	“	1,584	6,336 00
4	“ “	“	1,440	5,760 00
2	“ “	“	1,296	2,592 00
1	Junior Master,	“	1,152	1,152 00
1	“ “	“	1,008	1,008 00
				\$126,972 00

Second Grade.

41	Masters,	at	\$2,880	\$118,080 00
4	“	“	2,820	11,280 00
3	“	“	2,760	8,280 00
1	Master,	“	2,700	2,700 00
3	Masters,	“	2,640	7,920 00
2	Sub-Masters,	“	2,496	4,992 00
14	“ “	“	2,280	31,920 00
1	Sub-Master,	“	2,256	2,256 00
2	Sub-Masters,	“	2,160	4,320 00
2	“ “	“	2,100	4,200 00
1	Sub-Master,	“	2,040	2,040 00
3	Sub-Masters,	“	1,980	5,940 00
4	“ “	“	1,920	7,680 00
2	“ “	“	1,860	3,720 00
1	Sub-Master,	“	1,836	1,836 00
4	Sub-Masters,	“	1,740	6,960 00
6	“ “	“	1,680	10,080 00
3	“ “	“	1,620	4,860 00
4	“ “	“	1,560	6,240 00
				\$245,304 00

Third Grade.

1	Assis't Principal,	at	\$1,800	\$1,800 00
3	First Assistants,	“	1,620	4,860 00
2	Second Assis'ts,	“	1,380	2,760 00
2	“ “	“	1,236	2,472 00
12	Assistants,	“	1,380	16,560 00
9	“	“	1,332	11,988 00
2	“	“	1,284	2,568 00
3	“	“	1,236	3,708 00
1	Assistant,	“	1,188	1,188 00
3	Assistants,	“	1,140	3,420 00
1	Assistant,	“	1,044	1,044 00

Amounts carried forward, \$52,368 00

\$372,276 00

<i>Amounts brought forward,</i>				\$52,368 00	\$372,276 00
5	Assistants,	at	\$996	4,980 00	
4	"	"	948	3,792 00	
4	"	"	900	3,600 00	
5	"	"	852	4,260 00	
3	"	"	804	2,412 00	
3	"	"	756	2,268 00	
					73,680 00

Fourth Grade.

60	First Assistants,	at	\$1,080	\$64,800 00	
2	"	"	1,044	2,088 00	
4	"	"	1,008	4,032 00	
6	"	"	972	5,832 00	
4	"	"	936	3,744 00	
95	Second Assistants,	"	816	77,520 00	
13	"	"	804	10,452 00	
6	"	"	792	4,752 00	
10	"	"	780	7,800 00	
8	"	"	768	6,144 00	
295	Third Assistants,	"	744	219,480 00	
25	"	"	696	17,400 00	
22	"	"	648	14,256 00	
23	"	"	600	13,800 00	
25	"	"	552	13,800 00	
21	"	"	504	10,584 00	
10	"	"	456	4,560 00	
301	Fourth Assistants,	"	744	223,944 00	
20	"	"	696	13,920 00	
21	"	"	648	13,608 00	
21	"	"	600	12,600 00	
24	"	"	552	13,248 00	
23	"	"	504	11,592 00	
13	"	"	456	5,928 00	
20	Temporary teachers, 100 days,			3,720 00	
15	Special assistants, 100 days,			1,500 00	
					781,104 00

Special Grade.

School on Spectacle Island : —

Instructor	400 00
Special Instructor of Illustrative Drawing, Penmanship, etc., Normal School	1,080 00

Amount carried forward,

\$1,228,540 00

<i>Amount brought forward,</i>		\$1,228,540 00
Sewing :—		
29 Instructors, 238 Divisions . . .		17,200 00
High Schools :—		
Director of Modern Lan-		
guages	\$3,000 00	
2 Assistants	3,000 00	
		6,000 00
Horace Mann School :—		
1 Principal	\$1,800 00	
9 Assistants	7,300 00	
		9,100 00
Music :—		
1 Instructor, High Schools,	\$2,640 00	
4 Instructors, Grammar and		
Primary Schools	10,560 00	
		13,200 00
Drawing :—		
Director		3,000 00
Hygiene :—		
1 Instructor		3,000 00
Chemistry :—		
Girls' High, 1 Instructor,	\$1,380 00	
Girls' High, 1 Laboratory		
Assistant	744 00	
		2,124 00
Physical Culture :—		
Girls' High, 1 Instructor .	\$960 00	
Girls' Latin, 1 Instructor .	492 00	
		1,452 00
Military Drill :—		
Instructor	\$2,000 00	
Armorer	800 00	
		2,800 00
Manual Training School :—		
Carpentry, 1 Instructor .	\$1,200 00	
Cookery, 6 Instructors .	4,416 00	
		5,616 00
Evening High School :—		
Head-Master, 22 weeks .	\$1,100 00	
1 Assistant, 66 evenings .	330 00	
25 Assistants, 22 weeks .	11,000 00	
Clerk	440 00	
		12,870 00
<i>Amount carried forward,</i>		\$1,304,902 00

<i>Amount brought forward,</i>		\$1,304,902 00
Evening Elementary Schools : —		
10 Principals, 22 weeks . .	\$5,500 00	
6 Principals, 22 weeks . .	2,640 00	
12 First Assistants, 22 weeks,	3,300 00	
87 Assistants, 22 weeks . .	14,355 00	
		25,795 00
Evening Drawing Schools : —		
2 Masters, 63 evenings . .	\$1,260 00	
5 Head Assistants, 63		
evenings	1,890 00	
17 Assistants, 63 evenings,	5,355 00	
5 Curators	630 00	
		9,135 00
Kindergartens : —		
13 Principals at \$708 . .	\$9,204 00	
4 “ “ 672 . .	2,688 00	
5 “ “ 636 . .	3,180 00	
2 “ “ 600 . .	1,200 00	
5 Assistants, “ 540 . .	2,700 00	
5 “ “ 504 . .	2,520 00	
12 “ “ 468 . .	5,616 00	
5 “ “ 432 . .	2,160 00	
3 Special Assistants, 100		
days	300 00	
		29,568 00
Total for Instructors		\$1,369,400 00

SALARIES OF OFFICERS.

Superintendent	\$4,200 00
6 Supervisors at \$3,780	22,680 00
Secretary	2,880 00
Auditing Clerk	2,880 00
Assistants	2,320 00
Copyist	1,000 00
Assistants in offices, School Department . .	1,740 00
Messengers	2,000 00
16 Truant Officers	19,800 00
Total for Officers	\$59,500 00

SALARIES OF JANITORS.

Janitors of 10 High Schools	\$11,200 00
“ “ 55 Grammar Schools	48,250 00
“ “ 98 Primary Schools	39,350 00
“ “ 23 Special and Evening Schools,	3,600 00
“ “ School Committee rooms	2,100 00
Total for Janitors	\$104,500 00

FUEL, GAS, AND WATER.

12,000 tons of coal, at \$5.60 (including weighing)	\$67,200 00
200 cords of wood, at \$12 00	2,400 00
Gas	5,400 00
Water	5,200 00
Total	\$80,200 00

SUPPLIES AND INCIDENTALS.

Text-books	}		\$45,000 00
Reference-books			
Exchange of books			
Books for supplementary reading		. .	3,500 00
Annual festival			2,500 00
Globes, maps, and charts			1,250 00
Musical expenses : —			
Instruments, repairs and covers		. .	2,300 00
Printing and stock used for same, including verbatim reports			7,600 00
Philosophical, chemical, and mathematical apparatus and supplies			2,150 00
School census			1,300 00
Stationery, drawing materials, and record- books			12,000 00
Slates, diplomas, racks, pencils, erasers, etc.			3,700 00
Advertising			300 00
Military drill : —			
Arms, repairs, etc.. . . . .		. . . . .	800 00
Removing snow and fumigating school-houses,			1,800 00
Janitors' and other supplies			4,100 00
Supplies for manual training schools		. .	1,000 00
Materials for Kindergartens			900 00
<i>Amount carried forward,</i>			\$90,200 00

<i>Amount brought forward,</i>	\$90,200 00
Cost of work for delivering supplies, including salaries, expenses of teaming, repairs, repairing apparatus, etc.	5,600 00
Miscellaneous, including sewing materials, teaming, extra labor, horse and carriage expenses, postage, car and ferry tickets, receiving coal, extra clerk-hire, and sundry items	2,600 00
Total for supplies and incidentals	<u>\$98,400 00</u>

RECAPITULATION.

Salaries of instructors	\$1,369,400 00
Salaries of officers	59,500 00
Salaries of janitors	104,500 00
Fuel, gas, and water	80,200 00
Supplies and incidentals	98,400 00
	<u>\$1,712,000 00</u>

INCOME.

Non-residents, State and City	\$13,000 00
Trust-funds and other sources	24,000 00
	<u>\$37,000 00</u>

The total amount required, according to the estimates herewith submitted, is \$1,712,000. This estimate, as compared with the amount requested last year, shows an increase of \$44,560, and an increase of \$54,560, as compared with the amount granted. The increase in the number of pupils attending the High, Grammar, and Primary schools, the establishment of additional Evening schools, together with the extension of the Kinderdarten system in different parts of the city, render the amount requested above the amount granted last year absolutely necessary to carry on the work of this department.

In the opinion of the committees having charge of the preparation of these estimates the amount requested for each item is needed, and should be granted.

The Committee on Accounts respectfully request that the City Auditor may be authorized to transfer unex-

pending balances from any one of the appropriations named to any other appropriation.

For the Committee on Accounts,

GEO. R. SWASEY,
Chairman.

For the Committee on Supplies,

R. D. ELLIOTT,
Chairman.

IN SCHOOL COMMITTEE, BOSTON, Feb. 11, 1890.

Approved: yeas, 21; nays, none.

A true copy.

Attest:

PHINEAS BATES,
Secretary.

SCHOOL-HOUSES — PUBLIC BUILDINGS.

OFFICE OF SUPT. OF PUBLIC BUILDINGS,
BOSTON, Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I estimate the expenses for School-houses for the financial year 1890–91 as follows: —

Mason-work, stock, paving, and drains	.					\$36,000 00
Carpentry work and stock	.	.	.	.		36,000 00
New furniture and repairs of old	.	.	.	.		33,000 00
Heating apparatus and repairs	.	.	.	.		33,000 00
Painting and glazing	.	.	.	.		30,000 00
Plumbing and gas-fitting	.	.	.	.		26,000 00
Plastering and whitening	.	.	.	.		16,000 00
Roofing, gutters, and conductors	.	.	.	.		15,000 00
Iron-work, fences, etc.	.	.	.	.		8,000 00
Rents and taxes	.	.	.	.		7,000 00
Salaries	.	.	.	.		5,500 00
Blackboards	.	.	.	.		3,500 00
Watering streets and care of lawns	.	.	.	.		3,500 00
Carting, etc.	.	.	.	.		1,000 00
						\$253,500 00

Respectfully submitted,

JAMES C. TUCKER,
Superintendent of Public Buildings.

OFFICE OF SUPERINTENDENT OF PUBLIC BUILDINGS,
BOSTON, Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I submit the amounts that will be required to meet the following extraordinary expenses on school buildings for the coming financial year: —

Stoughton School-house: —

Heating and sanitary improvements . . .	\$6,000 00
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Gibson School-house: —

Heating and sanitary improvements . . .	6,000 00
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Roxbury High School-house: —

Furniture and laboratory for the same . . .	20,000 00
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Flag-poles for School-houses, as per request of the School Board	10,000 00
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Johnson valve-service, to regulate the heat in school-rooms, as per request of School Board,	5,000 00
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Ventilation improvements in school-houses, as required by Chief of State Police	50,000 00
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New stairways and other protection against fire, as required by the Inspector of Build- ings	50,000 00
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Prince School-house: —

Piling for yard fence in connection with enlargement of yard of the same	1,000 00
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	\$148,000 00
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Respectfully,

JAS. C. TUCKER,

Supt. Public Buildings.

SEALER OF WEIGHTS AND MEASURES.

SEALER'S OFFICE, Feb. 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

SIR, — In compliance with your request I herewith submit an estimate of the amount of money deemed necessary to defray the expenses of this department for the financial year 1890-91.

This estimate is based upon the supposition that an additional deputy sealer may be appointed; also the purchase

of an additional horse, wagon, and harness, with the board, shoeing, and medical attendance of extra horse, and repairs to wagon and harness, being included therein.

I also enclose the estimated amount of fees for sealing scales, etc.

Estimate for appropriation for 1890-91 : —

Salaries	\$9,500 00
Board of four horses	1,248 00
Shoeing of four horses	135 00
Medical attendance for four horses	100 00
Repairs to wagons, harnesses, etc.	300 00
Tools, hardware, etc.	125 00
Stationery	75 00
Printing and printing stock	100 00
Advertising	24 00
Ferry-tolls and car-fares	15 00
Repairing standards	50 00
Messenger	624 00
Telephone service	120 00
Incidentals	75 00
Extra horse, wagon, harness, etc.	500 00
Total	<u>\$12,991 00</u>

The estimated amount of income of fees for sealing of scales, weights, and measures will be about \$3,500.

Yours respectfully,

THOMAS F. BELL,
Sealer.

SEWERS, STONY BROOK.

SEWER DEPARTMENT,
CITY HALL, BOSTON, Feb. 12, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — I submit herewith an estimate of the amount of money required to maintain the Sewer Department during the financial year 1890-91, and meet the demands for sewers already made. The needs of the different districts are as follows : —

EAST BOSTON,

Sewers ordered to be built by the Board of Aldermen : —
 Breed's Island District (*see* Special Appropriations).

Sewers petitioned for since January, 1887,
 not yet built : —

Condor street . . .	\$1,400 00	
Maverick " . . .	210 00	
Saratoga " . . .	1,000 00	
Border " . . .	1,472 00	
Falcon " . . .	1,350 00	
Putnam " . . .	350 00	
New " . . .	600 00	
Condor " . . .	540 00	
Sewers the cost of which the Superintendent is requested to include in his estimates : —		
Orleans street . . .	5,000 00	
Rebuilding old and defective sewers . . .	30,000 00	
		\$41,922 00

CHARLESTOWN.

Sewers ordered to be built by the Board of Aldermen : —

Parker street . . .	\$400 00	
Sewers petitioned for since January, 1887, not yet built : —		
Russell street . . .	375 00	
Rebuilding old and defective sewers . . .	25,000 00	
		\$25,775 00

CITY PROPER.

Sewers ordered to be built by the Board of Aldermen : —

Alden street . . .	\$400 00	
Kingston street . . .	750 00	
		\$1,150 00
<i>Amount carried forward,</i>		\$1,150 00

<i>Amount brought forward,</i>	\$1,150 00
Sewers petitioned for since January, 1887, not yet built: —	
Eastern avenue . . .	\$1,200 00
Billerica street . . .	2,000 00
Kilby “ . . .	337 00
Exeter “ . . .	760 00
	4,297 00
Sewers the cost of which the Superintendent is requested to include in his esti- mates: —	
Cost of rebuilding old sewers in Ward 10 (exclusive of South Cove District) .	7,000 00
	<u>\$12,447 00</u>

SOUTH BOSTON.

Sewers ordered to be built by the Board of Aldermen: —	
C street	\$1,375 00
N street	500 00
Sewers petitioned for since January, 1887, not yet built: —	
Preble street . . .	732 00
M street	500 00
Champney street . .	2,110 00
E street	420 00
Sewers, the cost of which the Superintendent is re- quested to include in his estimates.	
Cost of rebuilding old sewers in Ward 13	135,000 00
	<u>\$140,637 00</u>

ROXBURY.

Sewers ordered to be built by the Board of Aldermen: —	
Beacon street . . .	\$7,500 00
Texas street . . .	250 00
Gerard street . . .	600 00
Harold street . . .	800 00
Calumet and Sachem streets	16,800 00
	\$25,950 00
East Chester park (<i>see</i> petitions.)	
<i>Amount carried forward,</i>	\$25,950 00

<i>Amount brought forward,</i>		\$25,950 00
Sewers petitioned for since January, 1887, not yet built : —		
Fenwick street . . .	\$460 00	
Hulbert street . . .	563 00	
Creighton street . . .	1,200 00	
Warwick street . . .	960 00	
Cleveland street . . .	800 00	
Tremont street . . .	3,650 00	
Centre street . . .	840 00	
Crawford street . . .	5,250 00	
Commonwealth avenue . .	20,000 00	
Guild row and vicinity . .	12,000 00	
Commonwealth avenue . .	1,200 00	
Marshfield street . . .	800 00	
Shirley street	{ Impracticable till Norfolk- avenue sewer is built.	
Langdon street		
Bartlett court		
East Chester park . . .	10,560 00	
Cheney street . . .	1,200 00	
Rand square . . .	280 00	
Burgess street . . .	500 00	
Reading street . . .	950 00	
Homestead street . . .	1,575 00	
		62,788 00
		\$88,738 00

BRIGHTON.

Sewers petitioned for since 1887, not yet built : —		
Faneuil street . . .	\$175 00	
Tremont street, including outlet . . .	81,000 00	
Waverley street . . .	3,100 00	
Arlington street . . .	4,075 00	
North Harvard street . .	15,200 00	
Brooks and Parkman streets,	2,140 00	
Newton street . . .	2,300 00	
South street (impracticable at present).		
Wicklow street . . .	3,600 00	
Washington and Faneuil streets . . .	37,000 00	
		\$148,590 00

WEST ROXBURY.

Sewers ordered to be built by the Board of Aldermen : —

Carolina place	\$600 00
Boynton street	2,200 00

Sewers petitioned for since
January, 1887, not yet
built : —

Washington street . . .	9,540 00
Prospect avenue, including outlet	11,575 00
Cohasset street	8,020 00
Florence street	300 00
St. Mark and South streets,	2,250 00
Anson street	2,390 00
Peters street	2,125 00
Centre street	930 00
Kittredge street	825 00
Sedgwick street	3,000 00
Peter Parley road (includ- ing outlet	5,875 00
Centre st. { Impracticable till W. Rox- bury sewer is built.	
South street	10,000 00
Brook and Florence streets,	12,275 00

\$71,905 00

DORCHESTER.

Sewers ordered to be built by the Board of Aldermen : —

Charles street	\$4,150 00
Harvard and Kilton streets,	11,390 00
Fenton and Duncan streets,	2,700 00
Learnard street	2,188 00

Sewers petitioned for since
1887 not yet built : —

Elmo street	1,300 00
Savin Hill ave. { Included in es- timate for Grampian way { Savin Hill. See Specials.	
Dorchester Lower Mills .	50,000 00
Capen street	3,200 00

Amount carried forward, \$74,928 00

<i>Amount brought forward,</i>		\$74,928 00
Armandine street (including outlet)	15,270 00	
Maxwell street	1,075 00	
Rockwell street	3,650 00	
Winter street	1,260 00	
Freeman street	425 00	
Topliff street	5,113 00	
Melbourne street	563 00	
Faulkner street	2,060 00	
Bernard street	10,000 00	
Bullard street	1,125 00	
Westville street	875 00	
Percival avenue	5,950 00	
Blue Hill avenue	9,000 00	
Draper street	2,470 00	
Adams street	3,300 00	
Bellevue street	3,300 00	
Pleasant street	3,400 00	
Neponset avenue	2,200 00	
Mt. Vernon street	500 00	
Wesley avenue	4,000 00	
Magnolia street	1,000 00	
Leeds street	1,500 00	
Ceylon street	2,700 00	
Coffee court	1,000 00	
Geneva avenue	8,500 00	
Sewers the cost of which the Superintendent is requested to include in his estimates :—		
Columbia street	16,000 00	
Harvard and Kilton streets (included in sewers ordered), Shelburne street, Moseley avenue, etc.	8,000 00	
Savin Hill. (<i>See special appropriations.</i>)		
Total		<u>\$189,164 00</u>
Amounts called for to meet above demands :—		
Sewers ordered by Board of Aldermen	\$52,603 00	
Sewers petitioned for (not yet built)	440,575 00	
<i>Amount carried forward,</i>	\$493,178 00	

<i>Amount brought forward</i> , \$493,178 00	
Sewers included in estimate by request of City Gov- ernment	171,000 00
Rebuilding defective sewers, ...	55,000 00
	\$719,178 00
Office expenses, including salaries	52,000 00
Labor sufficient to attend to cleaning and repairs	85,000 00
Supplies for maintenance and repairs	75,000 00
Maintenance of Improved Sewerage	78,000 00
Necessary repairs and renewals	32,300 00
Stony Brook, cleaning and ordinary re- pairs	12,000 00
Total estimate	<u>\$1,053,478 00</u>

I also recommend that the following special appropriations be made : —

Improved Sewerage Construction : —

Sewer in embankment at	
Moon Island	\$250,000 00
Sea-wall at Moon Island	40,000 00
Wharf	10,000 00
Tenement-house at Moon Island	8,000 00
New machinery at Moon Island	1,000 00
Proposed work at east shaft, Tenement-house and filling at Pumping-station	60,000 00
20,000 00	
Rock-shafts, Worthington pumps	6,000 00
Coal-shed at Pumping-sta- tion	250 00
	\$395,250 00
South Cove District	100,000 00
Savin Hill District	50,000 00
Breed's Island District	50,000 00
Sewer from Roslindale to West Roxbury, Land for stable in Brighton District and grading same	85,000 00
2,000 00	
New catch-basins	30,000 00
<i>Amount carried forward</i> , ...	\$712,250 00

<i>Amount brought forward,</i>	\$712,250 00
Building covered channel for Stony Brook, (If not covered, walls must be rebuilt, estimate cost, \$8,000.)	25,000 00
Damages, Stony Brook	7,000 00
Total special appropriations	\$744,250 00

Yours respectfully,

CHARLES MORTON,
Superintendent of Sewers.

SINKING-FUND COMMISSIONERS.

CITY HALL, BOSTON, Jan'y 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

At a meeting of the Board of Commissioners of Sinking-Funds it was

Voted, To ask for an appropriation of two thousand five hundred (2,500) dollars for the financial year 1890-91, as follows:—

Salaries	\$2,100 00
Printing, stationery, and incidental expenses,	400 00
	\$2,500 00

NEWTON TALBOT,
Chairman.

OFFICE SOLDIERS' RELIEF.

CHARITY BUILDING, BOSTON, Feb. 15, 1890.

JAMES H. DODGE, Esq., *City Auditor*:—

DEAR SIR, — As per your request we furnish you with an estimate of the amount deemed necessary for this department for the financial year ending April 30, 1891.

There will be required for the payment of	
State, military, and City aid	\$140,000 00
For salaries	5,360 00
“ printing, and stationery	75 00
“ postage	50 00
	\$145,485 00
There will be an unexpended balance April 30,	
1890, of, say	\$46,000 00
There will be due from the State of Massachu-	
setts and payable Dec. 1, 1890	90,402 00
There will be required to meet the payments	
of this department to Dec. 1, in addition to	
the unexpended balance of \$46,000, say	42,000 00

Respectfully submitted,

REUBEN PETERSON,

Paymaster.

SURVEYOR'S DEPARTMENT.

OFFICE OF CITY SURVEYOR, CITY HALL,

BOSTON, Feb. 6, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — The estimated amount required to meet the expenses of the Surveyor's Department for the financial year 1890-91 is as follows: —

Salaries of City Surveyor and assistant surveyors, levellers, draughtsman, rodmen, etc.	\$35,700 00
Drawing-paper and materials	450 00
Stationery, note-books, blank-books, etc.	150 00
Binding volumes of plans, repairing same, etc.	100 00
Instruments, and repairing same	250 00
Fuel, gas, water, and care of rooms at Dorchester	150 00
Bromley's atlases, books, directories, etc.	350 00
Lithographed plans	25 00
<i>Amount carried forward,</i>	\$37,175 00

<i>Amount brought forward,</i>	\$37,175 00
Horse-hire for City Surveyor	100 00
Telephone (including Dorchester office)	240 00
Printing and stock	60 00
Cotton cloth for plans	50 00
Office furniture	50 00
Hardware	25 00
Travelling expenses, viz.: horse-car fares, steam-cars fares, and ferry-tolls	700 00
Other miscellaneous expenses and small sup- plies	100 00
	\$38,500 00

There will be no income.

Respectfully,

THOS. W. DAVIS,
City Surveyor.

TREASURER'S DEPARTMENT.

CITY TREASURER'S OFFICE,
BOSTON, Feb. 14, 1890.

JAMES H. DODGE, Esq., *City Auditor* :—

DEAR SIR, — The estimated amount which will be required to meet the expenses of the Treasurer's office for the financial year 1890-91 is as follows :—

For salaries, as allowed by ordinance	\$34,000 00
Expenses of paymasters	3,200 00
Printing, stationery, postage, etc.	700 00
Examination of accounts by order of City Council	150 00
	\$38,050 00

ESTIMATED INCOME.

There will probably be received from inter- est on bank deposits during the year	\$75,000 00

Yours respectfully,

ALFRED T. TURNER,
City Treasurer.

COCHITUATE AND MYSTIC WATER-WORKS.

OFFICE OF THE BOSTON WATER BOARD,
BOSTON, Feb. 13, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — The estimate of this Board of the expenditures and receipts of the Water Department for the ensuing financial year is as follows: —

COCHITUATE DEPARTMENT.

Expenditures.

Eastern Division.

Service-pipe repairing . . .	\$19,000 00	
Main “ “ . . .	10,000 00	
“ “ relaying . . .	25,000 00	
Streets, repairing . . .	9,000 00	
Hydrants, repairing . . .	18,000 00	
Stop-cocks, “ . . .	3,000 00	
Tools and “ . . .	10,000 00	
Hydrant and gate-boxes, re- pairing	6,000 00	
High-service, Chestnut Hill .	18,500 00	
“ West Roxbury . . .	3,000 00	
“ East Boston . . .	4,000 00	
Federal-street yard . . .	10,000 00	
Albany-street yard . . .	10,000 00	
Stables	10,000 00	
Fountains	3,500 00	
Reservoirs	3,000 00	
Salaries	15,000 00	
Waste detection	25,000 00	
Care and maintenance of meters	12,000 00	
New meters	6,000 00	
Surface condenser for engine at Chestnut-hill Pumping- station	3,000 00	
		\$223,000 00

Amount carried forward,

\$223,000 00

Amount brought forward,

\$223,000 00

Western Division.

	Labor and Salaries.	Materials and Misc.	Total.
Western Division,	\$8,500 00	\$2,600 00	\$11,100 00
Basins,	5,000 00	3,000 00	8,000 00
Sudbury aqueduct,	3,500 00	1,000 00	4,500 00
Cochituate,	1,300 00	1,000 00	2,300 00
Lake Cochituate,	3,100 00	1,300 00	4,400 00
Chestnut-hill reservoir,	17,000 00	5,000 00	22,000 00
" " driveway,	2,500 00	600 00	3,100 00
Brookline reservoir,	1,000 00	450 00	1,450 00
Fisher-hill "	970 00	250 00	1,220 00
			\$58,070 00
Protection of supply : —			
Biological Department	.	\$5,000 00	
Inspection "	.	5,000 00	
			10,000 00
Lining tunnel	.	.	25,000 00
Filtration	.	.	8,000 00
New dam	.	.	25,000 00

126,070 00

Water Registrar's Department.

Salaries	.	.	.	.	\$33,500 00
Service division and labor	.	.	.	.	10,500 00
Printing and stationery	.	.	.	.	1,400 00
Travelling expenses	.	.	.	.	1,000 00
Postage and incidentals	.	.	.	.	250 00

46,650 00

Water Board Office, etc.

Salaries, two Commissioners, clerks, special agents, mes- senger, deputy collector of water-rates and assistant	.	.	.	.	\$19,600 00
Printing and stationery	.	.	.	.	650 00
Taxes	.	.	.	.	1,000 00
Telephones	.	.	.	.	1,200 00
Damages	.	.	.	.	3,500 00
Maverick wharf (rent and fuel),	.	.	.	.	850 00
Contingencies, travelling ex- penses, advertising, post- age, analyses of water, etc.	.	.	.	.	3,500 00

30,300 00

Total

\$426,020 00

Income.

Water rates . . .	\$1,402,000 00	
All other sources . . .	28,000 00	
		\$1,430,000 00

MYSTIC DEPARTMENT.

Expenditures.*Superintendent's Department.*

Main pipe laying, relaying, and repairing . . .	\$12,000 00	
Pumping service . . .	25,000 00	
Lake	9,500 00	
Reservoir	4,000 00	
Conduit	2,500 00	
Engine-house	6,000 00	
Sewerage works	25,000 00	
Hydrants and gates, repair- ing	2,000 00	
Letting on and shutting off service	3,000 00	
Service-pipe laying and repair- ing	5,000 00	
Repair-shop	3,000 00	
Stables	5,500 00	
Salaries	6,500 00	
Fountains	1,200 00	
Telephones	500 00	
Tools and repairing	1,800 00	
Streets	1,000 00	
Protection of water sources	4,000 00	
Waste detection	5,000 00	
Care and maintenance of meters	2,500 00	
New meters	1,000 00	
		\$126,000 00
New boilers, etc.	13,000 00	
Electric indicator at reservoir and Pumping-station	400 00	
Electric-lighting plant	700 00	
		\$140,100 00
<i>Amount carried forward,</i>		\$140,100 00

Amount brought forward, \$140,100 00

Water Registrar's Department.

Salaries	\$9,735 00	
Printing and stationery	600 00	
Copying valuations	175 00	
Travelling expenses	250 00	
Postage, telephone and incidentals	400 00	
		11,160 00

Water Board, etc.

Salaries one Commissioner and one clerk	\$4,800 00	
Contingencies	1,000 00	
		5,800 00

Total \$157,060 00

Income.

Water rates	\$328,000 00	
All other sources	2,000 00	
		<u>\$330,000 00</u>

Respectfully submitted,

ROBERT GRANT,

Chairman.

Cochituate Water Works,
approved for \$375,000.

Mystic Water Works,
approved for \$150,000.

THOMAS N. HART,

Mayor.

WEST BOSTON, CANAL, AND PRISON-POINT
BRIDGES.

BOSTON, Feb. 10, 1890:

MR. JAMES H. DODGE, *City Auditor*: —

SIR, — In reply to your call for an estimate of the probable amount of money required for the next financial year for the care and maintenance of the three bridges between the cities of Boston and Cambridge, West Boston Canal, and Prison

Point, in charge of the Commissioners, I respectfully make the accompanying statement : —

It will be noticed by the Auditor's exhibit that the Commissioners have a large balance to their credit unexpended at the close of the financial year. This is caused by the fact that it was deemed inexpedient the past year to make certain improvements, which, however, must be made during the coming season.

The estimated income from rents, wharfage, etc., is \$700.

MAINTENANCE.

Salaries of Commissioners	\$1,000 00
“ draw-tenders, engineers, and others, ...	4,180 00
Ordinary repairs on the three bridges	4,000 00
Electric lights, West Boston and Canal	1,800 00
Watering roadways	800 00
Cleaning “	400 00
Fuel	450 00
Hardware, tools and repairs, and all small supplies	400 00
Total for maintenance	<u>\$13,030 00</u>

EXTRAORDINARY REPAIRS.

West Boston bridge : —

Rebuilding sidewalk on westerly side and bulkhead at Boston, and additional stringers and floor-plank	\$10,000 00
---	-------------

Canal Bridge : —

Paving and repairs to floor	4,250 00
Repairs to piles under bridge	500 00
Repairing fender-guard	450 00
“ foundation to engine-house	300 00

\$5,500 00

SUMMARY.

Maintenance	\$13,030 00
West Boston Bridge	10,000 00
Canal Bridge	5,500 00
Total	<u>\$28,530 00</u>
Less one-half to be paid by City of Cambridge, ...	14,265 00
Amount required by City of Boston	<u>\$14,265 00</u>

F. W. LINCOLN,

Commissioner for Boston.

WIDENING STREETS.

OFFICE BOARD OF STREET COMMISSIONERS,

CITY HALL, BOSTON, Feb. 13, 1890.

Mr. JAMES H. DODGE, *City Auditor*: —

SIR, — The Board of Street Commissioners estimate the requirements of the appropriation for widening streets for the financial year 1890-91 at one hundred seventy-one thousand three hundred forty-three and $\frac{20}{100}$ dollars (\$171,343.20), as follows, viz.: —

For payment of unsettled claims under orders already passed for various street widenings and extensions	\$7,843 20
For salaries	11,500 00
For incidentals, including advertising, service of notices, carriage-hire for Commissioners, messenger service, postage, stationery, expenses of office, etc. . . .	2,000 00
For new widenings and extensions during the coming year	150,000 00
	\$171,343 20

The Street Commissioners make the further request that special appropriations, to the total amount of five hundred and forty thousand dollars (\$540,000), may be made for the following improvements, viz.: —

For widening Kneeland street to fifty feet, from Harrison avenue to Albany street .	\$150,000 00
For widening Harrison avenue to sixty feet, from Essex street to Beach street . . .	225,000 00
For widening North street to fifty feet, from Union street to Merchants' row . . .	135,000 00
For widening Washington street to fifty feet, from Pleasant street to Warrenton street,	30,000 00
	\$540,000 00

Respectfully,

JOHN P. DORE,

Chairman Board Street Commissioners.

COUNTY OF SUFFOLK.

The amount that will be required to pay the expenses of the various courts, medical examiners, and other officers of the county, the amounts allowed by statute, and the expenses ordered by the Board of Aldermen, I estimate at \$550,000.

JAMES H. DODGE,
Auditor of the County of Suffolk.

COUNTY BUILDINGS.

OFFICE OF SUPERINTENDENT PUBLIC BUILDINGS,
BOSTON, Feb. 7, 1890.

JAMES H. DODGE, Esq., *City Auditor*: —

DEAR SIR, — The following is my estimate of amounts required to defray expenses on County Buildings for the financial year 1890–91.

For repairs, care, cleaning, supplies, fuel, gas, water, and electric lights for Court- House, Probate Building, and seven Dis- trict Courts	\$38,500 00
Rents and taxes	18,500 00
	\$57,000 00

Respectfully submitted,
JAMES C. TUCKER,
Superintendent Public Buildings.

JAIL.

BOSTON, Jan. 14, 1890.

TO JAMES H. DODGE, Esq., *County Auditor*: —

DEAR SIR, — The estimated amount of money deemed necessary for the care and support of the prisoners in Suffolk County Jail, for ordinary repairs, and the purchase of new stable property, during the financial year which begins on the ensuing first day of May, will be as follows: —

For care and support	\$31,600 00
For ordinary repairs	500 00
For repairing old omnibus and purchase new, horse and harnesses	700 00
Total estimated expense	\$32,800 00
Estimated income from fines and costs in Superior Criminal Court	\$26,000 00
Estimated income from fines and costs at the Jail	4,000 00
Total estimated income from fines and costs	\$30,000 00

JOHN B. O'BRIEN,
Sheriff and Keeper of the Jail in Boston.

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Sewer from Roslindale to West Roxbury.....	117
Sewers, Breed's Island District.....	117
Savin Hill District.....	117
South Cove District	117
Sinking-Fund Commissioners.....	118
Soldiers' Relief.....	118
Stairways, School-houses.....	110
Steamer, "J. Putnam Bradlee".....	96
Stony Brook, building covered channel	118
damages	118
Stoughton School-house	110
Streets, widening	126
Surveyor's Department.....	119
Temporary Home.....	71
Treasurer's Department.....	120
Ventilation improvements in School-houses	110
Washington-street widening	126
Water-Works, Cochituate	121
Mystic	123
Wayfarers' Lodge.....	71
West Boston and other bridges.....	124
Widening streets	126
Harrison avenue.....	126
Kneeland street.....	126
North street.....	126
Washington street	126

CITY OF



BOSTON.

WEST END STREET RAILWAY COMPANY.

THIRTY-SIXTH LOCATION.

IN BOARD OF ALDERMEN, Feb. 17, 1890.

The Committee on Railroads, to whom was referred the petition of the West End Street Railway Company for leave to construct, maintain, and use a single track across Albany street, connecting its central power station with its wharf on the opposite side of said Albany street; and also for leave to operate said track by the overhead single-trolley electric system of motive power; and to erect and maintain the necessary poles, wires, and electrical appliances; and to make the underground and surface alteration of the street necessary for that purpose, — having considered the subject, respectfully recommend the passage of the accompanying orders.

For the Committee,

A. A. FOLSOM,

Chairman.

Ordered, That in addition to the rights heretofore granted the West End Street Railway Company to lay down tracks in the streets of the city of Boston, said company shall have the right to lay, maintain, and use a single track across Albany street, connecting its central power station with its wharf on the opposite side of said Albany street; said tracks and connections being shown by red lines on a plan made by A. L. Plimpton, dated Nov. 25, 1889, and deposited in the office of the Superintendent of Streets.

The right to lay the tracks located by this order is upon condition that the whole work of laying the same, the form of rail to be used, and the kind and quality of material used in paving said tracks, shall be under the direction and to the satisfaction of the Superintendent of Streets, and shall be approved by him. Also upon condition that said West End Street Railway Company shall accept this order of location, and shall agree, in writing, to comply with the conditions herein contained, and shall file said acceptance and agreement with the City Clerk within thirty days from the date of the passage of this order; otherwise it shall be null and void.

Ordered, That consent and permission is hereby granted to the West End Street Railway Company, in addition to the rights now possessed by it, to establish, construct, maintain, and use the overhead single-trolley electric system of motive power, so called, in and across said Albany street, on which the tracks of said company are located by this order; and to construct, lay, maintain, and use the poles, wires, and appliances, and such electrical appliances and apparatus, and to make the underground and surface alterations in and on said street necessary for that purpose. All work of construction under this order, and all kinds and qualities of material used, and the height of all poles erected, shall be satisfactory to the Superintendent of Streets and Committee on Paving. The poles shall be cylindrical in shape and painted before erected, and shall be removed when so directed by the Board of Aldermen after sixty days' notice. No poles shall be erected under this order until a plan showing the location of the same has first been filed by said West End Street Railway Company in the office of the Superintendent of Streets, and been approved by him and said Committee on Paving. This order shall be null and void unless the same be accepted by said West End Street Railway Company, and notice of such acceptance filed with the City Clerk within thirty days from the date of the passage thereof.

Passed. Approved by the Mayor, Feb. 19, 1890.

A true copy.

Attest:

EDWIN U. CURTIS,

City Clerk.

CITY OF



BOSTON.

CITY TREASURER'S
MONTHLY STATEMENT

AND FOR THE

FINANCIAL YEAR 1889-90.

CITY TREASURER'S OFFICE,
BOSTON, March 1, 1890.

TO HIS HONOR THE MAYOR AND THE HONORABLE CITY
COUNCIL : —

GENTLEMEN, — The undersigned herewith presents a statement of the receipts and payments of the City of Boston and County of Suffolk for the month of February, 1890, and for the financial year 1889-90, beginning May 1, 1889, ending April 30, 1890, showing the balance of money remaining in the Treasury February 28, 1890, and where deposited.

Respectfully submitted,

ALFRED T. TURNER,
City Treasurer.

Monthly Statement of the City Treasurer.

Balance, February 1, 1890 . . . \$5,922,235 89

RECEIPTS IN FEBRUARY, 1890.

On account of the City of Boston : —

City Collector . . . \$682,169 14

City Loans : —

Public Park Construction,

4% . . . 424,500 00

Premium on City Loans

negotiated . . . 45,596 00

Board of Commissioners of

Sinking-Funds : —

For payment of debt . 43,145 87

Interest on Bank Deposits . 11,891 11

Pay-roll Tailings, from Pay-
masters, settlements with

Cashier, parties unpaid . 1,244 95

1,208,547 07

\$7,130,782 96

On account of the County of Suffolk : —

City Collector . . . 9,585 18

\$7,140,368 14

PAYMENTS IN FEBRUARY, 1890.

On account of the City of Boston : —

On Mayor's Drafts, —

General Drafts	*\$307,726 93
Pay-roll Drafts	473,274 61
Special Drafts	427,228 59

†\$1,208,230 13

Bowdoin (Dorchester) School Fund . 4,500 00

Board of Commissioners of Sinking-Funds : —

Revenue payable under authority of Ordinance on Finance 3,234 23

Protested Taxes, etc., refunded 1,345 47

Pay-roll Tailings, payments by Cashier to parties not paid by Paymasters 1,317 85

Commonwealth of Massachusetts : —

Liquor License Revenue 401 25

Tuition of non-Residents, refunded 119 49

Cochituate Water Rates refunded 54 94

Mystic Water Rates refunded 16 74

National Bank taxes, refunded 6 91

Taxes, etc., refunded 3 87

\$1,219,230 88

Payments on account of the County of Suffolk : —

Allowed by Auditor of the

County of Suffolk ‡\$50,613 77

Mayor's Special Drafts ‡20,983 30

71,597 07

\$1,290,827 95

*Amount of General Draft through City Auditor's office for February \$289,267 22
 Less not paid 1,533 83

\$287,733 39

Add paid on outstanding drafts for the current year 19,993 54

\$307,726 93

† Includes Debt paid : —

City Debt \$61,145 87

† Includes Interest paid, as follows : —

On City Debt \$6,161 40

On Mystic Water Debt 390 00

\$6,551 40

‡Amount of County Requisitions through County Auditor's office for February \$50,859 16
 Less not paid 312 09

\$50,547 07

Add paid on outstanding requisitions for the current year 66 70

\$50,613 77

RECAPITULATION.

Balance, February 1, 1890	.	.	.	\$5,922,235	89
Receipts in February, 1890	.	.	.	1,218,132	25
				<u>\$7,140,368</u>	<u>14</u>
Payments in February, 1890	.	.	.	1,290,827	95
Balance, February 28, 1890	.	.	.	<u>\$5,849,540</u>	<u>19</u>

STATEMENT

For the Financial Year 1889-90, beginning May 1, 1889, ending April 30, 1890:—

Balance on hand May 1, 1889, from the financial year 1888-89	.	.	.	\$3,058,837	51
--	---	---	---	-------------	----

RECEIPTS.

From City Collector, on City Account	.	.	.	\$14,207,992	39
From City Collector, on County Account	.	.	.	262,416	83
				<u>14,470,409</u>	<u>22</u>
Temporary Loans:—					
Anticipation of Taxes, 1889, $2\frac{1}{4}\%$	.	.	.	2,000,000	00
City Loans:—					
New Library, Dartmouth Street, $3\frac{1}{2}\%$	.	.	.	\$500,000	00
Improved Sewerage, $3\frac{1}{2}\%$	.	.	.	500,000	00
Public Park Construction, 4%	.	.	.	436,000	00
Miscellaneous purposes, $3\frac{1}{2}\%$	.	.	.	1,537,000	00
				<u>2,973,000</u>	<u>00</u>
Cochituate Water Loans:—					
Extension of Mains, etc., 4%	.	.	.	\$200,000	00
Extension of Mains, etc., $3\frac{1}{2}\%$	.	.	.	150,000	00
Additional Supply of Water, $3\frac{1}{2}\%$	.	.	.	145,000	00
Shops, Albany street, Cochituate Water Works, $3\frac{1}{4}\%$	.	.	.	60,000	00
				<u>Amounts carried forward,</u>	<u>\$555,000 00 \$22,502,246 73</u>

MONTHLY STATEMENT OF THE CITY TREASURER. 5

<i>Amounts brought forward,</i>	\$555,000 00	\$22,502,246 73
High Service $3\frac{1}{2}\%$	100,000 00	
		655,000 00
Suffolk County Loans :—		
Suffolk County Court House, $3\frac{1}{2}\%$		800,000 00
Board of Commissioners of Sinking-Funds :—		
For payment of debt	\$1,002,380 03	
“ cost of redemption		
of debt	1,543 29	
		1,003,923 32
Interest on Bank Deposits		61,757 89
Premium on City Loans negotiated		49,201 50
Premium on Cochituate Water Loans ne-		
gotiated		36,092 50
Pay-roll Tailings, from Paymasters, settle-		
ments with Cashier, parties unpaid		22,357 15
Premium on County Loans negotiated		9,408 00
Tax-titles, received from owners to secure		
estates sold for taxes		75 34
Interest on Cochituate Water Loan ne-		
gotiated		44 44
		\$25,140,106 87

PAYMENTS.

On account of the City of Boston :—

On Mayor's Drafts, —

General Drafts	*\$6,256,266 49
Pay-roll Drafts	5,718,041 51
Special Drafts	4,539,981 66
	†\$16,514,289 66

Commonwealth of Massachusetts :—

State Tax "1889"	\$738,020 00
National Bank Taxes "1889"	640,490 26
Liquor License Revenue	222,291 50
Armory Loan Assessment	21,498 29
	1,622,300 05

Amount carried forward \$18,136,589 71

* Amount of General Drafts through City Auditor's office from

May 1, 1889 \$6,259,774 17

† Less amount not paid 3,507 68

\$6,256,266 49

† Includes City Debt paid . . . \$1,002,380 03
Cost of Redemption of Debt . . . 1,543 29
Temporary Loan paid 2,000,000 00

\$3,003,923 32

† Includes Interest paid, as follows :—
On City Debt \$1,202,764 70
On Cochituate Water Debt, . . . 445,452 86
On Mystic Water Debt 33,898 75

\$1,682,116 31

<i>Amount brought forward</i>	\$18,136,589 71
Board of Commissioners of Sinking-Funds :—	
Revenue, payable under authority of Ordinance on Finance	56,057 92
Pay-roll Tailings, payments by Cashier to parties not paid by Paymasters	23,102 31
Public Library Trust-Funds	11,400 00
Police Charitable Fund	8,500 00
Taxes, etc., held under protest, refunded	7,531 85
Bowdoin (Dorchester) School-Fund	4,500 00
Taxes, costs, interest, etc., refunded	2,784 66
Cochituate Water Rates, refunded	1,881 35
Mount Hope Cemetery Trust-Fund	1,400 00
City Debt due prior to May 1, 1889	1,000 00
Sewer assessments held under protest, refunded	225 40
Evergreen Cemetery Trust-Fund	200 00
Tuition of non-Residents refunded	119 49
Residue Tax Sales, etc.	91 10
Mystic Water Rates refunded	93 03
Old Claims	89 38
National Bank Taxes refunded	6 91
	\$18,255,573 11

Payments on account of the County of Suffolk :—

Allowed by Auditor of the County of Suffolk	†\$541,461 83
Mayor's Special Drafts	‡493,119 50
County Fines to Complainant	344 50
County Fines, award to wife, neglect to support by husband	40 00
Judgment for costs of suit, etc.	18 49
Old Claims	5 25
Bounty for destruction of Seals	4 00
	1,034,993 57
	\$19,290,566 68

† Amount of County Requisitions through County Auditor's office from May 1, 1889	\$541,847 42
Less amount not paid	385 59
	\$541,461 83
† Includes County Debt paid	\$17,000 00
‡ Includes Interest paid on County Debt	\$45,673 89

RECAPITULATION.

Balance, May 1, 1889	\$3,058,837 51
Receipts	22,081,269 36
	\$25,140,106 87
Payments	19,290,566 68
Balance, February 28, 1890	<u>\$5,849,540 19</u>

Balance, February 28, 1890, as per preceding statements,
as follows : —

Atlantic National Bank	\$100,512 66
Atlas National Bank	125,556 00
Blackstone National Bank	100,526 97
Boston National Bank	100,541 43
Broadway National Bank	50,342 16
Bunker Hill National Bank	100,545 75
Central National Bank	75,515 22
Everett National Bank	50,351 20
Faneuil Hall National Bank	100,546 62
First National Bank	100,057 53
First Ward National Bank	50,359 20
Fourth National Bank	75,518 81
Freeman's National Bank	100,529 09
Lincoln National Bank	75,528 13
Manufacturers' National Bank	75,527 24
Market National Bank	100,541 15
Massachusetts National Bank	100,506 39
Maverick National Bank	75,514 66
Mechanics National Bank	50,351 53
Metropolitan National Bank	50,322 48
Monument National Bank	50,354 27
Mount Vernon National Bank	50,357 78
National Bank of the Commonwealth	100,529 11
National Bank of North America	75,514 82
National City Bank	100,533 32
National Exchange Bank	100,529 10
National Hide and Leather Bank	125,531 12
National Rockland Bank	75,531 58
National Security Bank	75,538 79
National Webster Bank	125,555 57
North National Bank	100,541 56
Old Boston National Bank	100,541 41
People's National Bank	75,519 94
Second National Bank	125,071 93

<i>Amount carried forward,</i>	\$2,940,844 52
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<i>Amount brought forward,</i>	\$2,940,844 52
Shawmut National Bank	100,496 20
Third National Bank	100,539 57
Traders National Bank	50,029 17
Tremont National Bank	125,534 41
	\$3,317,443 87
Globe National Bank	381,940 30
Howard National Bank	351,884 31
National Bank of Redemption	337,930 66
National Bank of the Republic	672,103 46
National Revere Bank	701,061 82
National Security Bank, Pay-roll Tailings account	6,857 49
	\$5,769,221 91
Cash and cash vouchers in office, including payments made on March Draft	80,318 28
	<u>\$5,849,540 19</u>

ALFRED T. TURNER,
City Treasurer.

CITY OF



BOSTON.

AUDITOR'S MONTHLY EXHIBIT.

GENERAL AND SPECIAL APPROPRIATIONS

FOR 1889-90.

OFFICE OF THE CITY AUDITOR,
CITY HALL, March 3, 1890.

TO THE HONORABLE CITY COUNCIL: —

GENTLEMEN, — The undersigned, in compliance with Chap. 14, Section 3, Revised Ordinances, herewith presents an exhibit of the General and Special Appropriations for the present financial year of 1889-90, as shown in the books in his office, March 1, 1890, including the March draft, — being eleven months' drafts of the financial year, — exhibiting the original appropriations, the balances brought forward from the year 1888-89, the amounts drawn March 1, the total expenditures, and the balance of each appropriation unexpended at that date.

Respectfully submitted,

JAMES H. DODGE,
City Auditor.

APPROPRIATIONS.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works, uncompleted May 1, 1889.
Advertising	.	.	\$2,000 00	\$2,000 00	\$154 24	\$1,999 75	25	
Architect's Department	.	.	20,000 00	20,000 00	1,401 63	15,644 55	\$4,355 45	
Armories	.	.	32,600 00	32,600 00	770 92	32,582 63	17 37	
Assessors' Department	.	.	115,000 00	115,000 00	4,421 35	105,985 60	9,014 40	
Auditor's Department	.	.	24,200 00	24,200 00	1,972 93	21,505 40	2,694 60	
Beacon Hill Reservoir Lot ¹	.	.						
Board of Health, etc., viz.:—								
Board of Health	.	.	75,000 00	75,000 00	6,083 03	70,160 66	4,839 34	
Evergreen Cemetery	\$169 86	\$808 00	1,500 00	2,477 86	99 75	2,455 61	22 25	
Public Baths	.	.	16,000 00	16,000 00	144 00	14,405 70	1,594 30	
Quarantine Department	.	.	16,500 00	16,500 00	1,228 48	15,462 46	1,037 54	
Bridges:—								
Bridge, Walley street to Beachmont	.	.	90,000 00	90,000 00	5,250 33	84,893 54	5,106 46	
Harvard Bridge	18,966 20	.	.	18,966 20	.	18,966 20		\$243,383 08
Neponset River Bridges	72,905 87	.	.	72,905 87	459 12	66,288 95	6,616 92	
Bunker Hill Tablets	8,000 00	.	.	8,000 00	.	7,997 41	2 59	
City Clerk's Department	.	.	4,000 00	4,000 00	.	3,562 40	437 60	
City Debt	.	.	21,500 00	21,500 00	1,895 08	19,012 03	2,487 97	
City Loans, Redemption of	.	1,003,923 32	852,489 00	852,489 00	.	852,489 00		
Received from Commissioners	.	.	.	1,003,923 32	.	1,003,923 32		
Revenue	.	.	.					
Sinking-Funds	.	.	.					
Carried forward	\$100,041 93	\$1,004,731 32	\$1,270,789 00	\$2,375,562 25	\$23,880 86	\$2,337,335 21	\$38,227 04	\$243,383 08

¹ Transferred to Austin Primary School-house, Raising and repairing, \$9,000.
Florence-street School-house, Enlargement of, \$15,000.
Girls' High School-house, Boilers and ventilating, \$6,000.
Grammar School-house, Piercee District, \$13,268.40.
Grammar School-house, South Boston, \$25,000.
Grammar School-house, South Boston, Furnishing, \$7,000.
Horace Mann School-house, \$14,000.
Horace Mann School-house, Furnishing, \$8,000.

Transferred to Primary School-house, Adams and Emerson Districts, \$23,300.
Primary School-house, Dudley District, \$10,000.
Primary School-house, George Putnam District, \$7,058.88.
Primary School-house, Lowell District, \$10,000.
Prince School-house, Enlargement of yard, \$1,000.
Public Library, \$947.57.
School-house, Glen Road, \$38.70.
School-house, Prince District, \$386.45.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$100,041 93	\$1,004,731 32	\$1,270,789 00	\$2,375,562 25	\$23,880 86	\$2,337,335 21	\$38,227 04	\$243,383 08
Redemption of City Debt								
Proper					43,145 87			
Cost of Redemption of Matured Bonds								
1,543 29								
City Hospital:—								
City Hospital	1,510 42		229,000 00	230,510 42	19,123 18	194,791 45	35,718 97	
Building for Out-Patients ¹	25,490 10	1,800 00		27,290 10	1,692 45	25,539 49	1,750 61	
Building for Out-Patients, Furnishing ²			8,950 00	8,950 00	3,310 99	8,801 42	148 58	49,049 39
City Messenger's Department			21,620 00	21,620 00	1,752 08	18,933 98	2,686 02	
City Registrar's Department			14,160 00	14,160 00	836 48	8,856 36	5,303 64	
Collector's Department			61,565 00	61,565 00	5,093 82	56,340 02	5,224 98	
Common and Public Grounds:—								
Common, etc.		400 00	68,500 00	68,900 00		68,672 77	227 23	
Attucks' Monument			1,000 00	1,000 00		1,000 00		
Belmont Square, Paving, etc. ³		1,750 00		1,750 00		1,300 00	450 00	
Improving Norris Park			4,500 00	4,500 00		4,500 00		
Improving Blackstone and Franklin Squares		4,000 00	6,000 00	10,000 00		10,000 00		
Parks, East Boston, Fences ⁴		1,250 00		1,250 00		1,100 00	150 00	
Public Grounds, Charlestown Square	800 00			800 00		800 00		
Rogers Park ⁵		30,000 00		30,000 00			30,000 00	
Tudor Bequest	346 84			346 84			346 84	
Walk from Park Square to Park Street		6,000 00		6,000 00		6,000 00		
Contingent Funds, viz.:—								
Joint Committees			9,000 00	9,000 00	394 50	4,956 11	4,043 89	
Mayor			1,500 00	1,500 00	109 82	808 01	691 99	
Board of Aldermen			7,000 00	7,000 00	269 10	2,278 28	4,721 72	
Common Council			8,000 00	8,000 00	936 70	5,743 81	2,256 19	
County of Suffolk:—								
County of Suffolk			520,000 00	520,000 00	42,002 46	469,842 93	50,157 07	
<i>Carried forward</i>	\$128,189 29	\$1,049,931 32	\$2,231,584 00	\$3,409,704 61	\$142,548 31	\$3,227,599 84	\$182,104 77	\$292,432 47

¹ Transferred from Grammar School-house, Dudley street, \$1,800.

² Transferred from Police Department, \$8,950.

³ Transferred to Parks, East Boston, Fences, \$550.

⁴ Transferred from Belmont Square, Paving, etc., \$550.

⁵ Transferred from Incidental Expenses, \$30,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$128,189 29	\$1,049,931 32	\$2,231,584 00	\$3,409,704 61	\$142,548 31	\$3,227,599 84	\$182,104 77	\$292,432 47
County Debt			46,783 00	46,783 00		46,783 00		
County Interest	25,352 17		70,215 00	95,567 17		45,673 89	49,893 28	
House of Correction			101,193 00	101,193 00	5,552 96	91,124 50	10,068 50	
Suffolk County Court-House	390,692 92	809,408 00		1,200,100 92	24,233 26	432,347 98	767,752 94	2,540,500 06
Damages by dogs		1,997 45		1,997 45	178 70	1,997 45		
Deeds, Real Estate Advertising, etc.	3,059 13	6,624 09		9,683 22		4,039 98	5,643 24	
East Boston Ferries: —								
East Boston Ferries			195,000 00	195,000 00	12,956 82	166,410 49	28,589 51	
Vacation of Employés ¹			4,200 00	4,200 00		4,062 46	137 54	
Engineer's Department			35,000 00	35,000 00	3,037 45	31,407 78	3,592 22	
Executive Department			21,500 00	21,500 00	1,490 58	16,532 30	4,967 70	
Fire Department: —								
Fire Department ²	3,875 91	800 00	817,612 00	822,287 91	54,908 13	691,398 46	130,889 45	
Fire-Alarm Telegraph			35,054 00	35,054 00	2,665 79	26,398 06	8,655 94	
Clock, East Boston ³		1,000 00	250 00	1,250 00			1,250 00	
Fire Department, Equipment		68,000 00		68,000 00			68,000 00	
Health Department			500,000 00	500,000 00	35,981 11	407,352 64	92,647 36	
Improved Sewerage ⁴	12,099 64	500,020 00		512,119 64	12,796 55	44,579 51	467,540 13	5,445,549 80
Incidental Expenses: —								
Judgments, etc. ⁵		4,000 00	28,610 00	32,610 00	1,258 88	32,603 61	6 39	
Reception of guests			5,000 00	5,000 00		4,146 46	853 54	
Inspection of Buildings			55,000 00	55,000 00	5,017 05	52,626 44	2,373 56	
Inspection of Milk and Vinegar			9,140 00	9,140 00	664 02	8,458 76	681 24	
Inspection of Provisions			2,525 00	2,525 00	186 10	2,051 89	473 11	
<i>Carried forward</i>	\$563,269 06	\$2,441,780 86	\$4,158,666 00	\$7,163,715 92	\$303,475 62	\$5,337,595 50	\$1,826,120 42	\$8,278,482 33

¹ Transferred from Incidental Expenses, \$4,200.

² Transferred to Clock, East Boston, \$250.

³ Transferred from Fire Department, \$250.

⁴ Total appropriations for construction, \$5,980,589.93; transferred August, 1876, by authority of an order of July 17, from Reserved Fund, \$40,000; loans authorized \$5,923,000; loans negotiated, \$5,933,000, and revenue, \$7,589.93; transferred to Sewer between Crescent avenue and Greenwich street, \$65,000; transferred from Construc- tion to Maintenance, \$2,500.

⁵ Transferred to East Boston Ferries, Vacation of Employés, \$4,200.

Public Celebration, \$1,190.

Rogers Park, \$30,000.

Sewer, Mt. Vernon street, \$1,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>								
Interest	\$563,269 06	\$2,441,780 86	\$4,158,666 00	\$7,163,715 92	\$303,475 62	\$5,337,595 50	\$1,826,120 42	\$8,278,482 53
Lamp Department	63,007 82		1,523,023 00	1,586,030 82	6,161 40	1,202,764 70	383,266 12	
Law Department			593,081 00	593,081 00	53,405 76	526,811 64	66,269 36	
Liquor License Expenses			29,000 00	29,000 00	2,622 30	26,318 65	2,681 35	
Board of Police	135,700 00	754,963 00		890,663 00		321,160 46	569,502 54	
City Clerk's Department					2,106 91			
Collector's Department								
Treasurer's Department								
Refunded								
Paid State proportion of receipts, ...					401 25			
Police Signal System					5,001 69			
Long Island ¹							174 48	220,791 41
Markets		174 48		174 48				
Mount Hope Cemetery			9,750 00	9,750 00	801 03	8,739 77	1,010 23	
Overseers of the Poor	1,544 26	23,174 76		24,719 02	1,990 04	22,930 67	1,788 35	
Park Department:—			118,350 00	118,350 00	12,207 38	97,736 90	20,613 10	
Park Department								
Franklin Park			7,500 00	7,500 00	1,200 84	6,158 99	1,341 01	
Muddy River Improvement	36,591 17			36,591 17			36,591 17	1,423,866 99
Parks, Maintenance	33,389 12			33,389 12		29 48	33,359 64	166,640 36
Park Nursery	955 35	3,815 30	35,000 00	39,770 65	2,464 71	37,021 15	2,749 50	
Public Park, Construction			6,000 00	6,000 00	359 20	5,061 36	9 8 64	
Paving Department:—		436,000 00		835,511 46	32,373 95	431,383 78	404,127 68	
Paving Department ²	1,116 96	50,462 43	652,391 33	703,970 72	31,558 06	665,083 65	38,887 07	
Albany Street, Troy Street to R.R. Bridge		8,000 00		8,000 00		8,000 00		
Albion Street, Macadamizing ³								
<i>Carried forward</i>	\$1,235,085 20	\$3,718,370 83	\$7,132,761 33	\$12,086,217 36	\$456,130 14	\$8,696,796 70	\$3,389,420 66	\$10,089,781 09

¹ Transferred to Public Library, \$552.43.
² Transferred from Bolton-street Bridge, \$149.86.
Coleridge Street, Grading, \$1,689.81.
E Street, Paving, \$2,322.66.

Transferred from Leverett Street, Paving, \$196.97.
Nashua Street, \$265.46.
Sarsfield Street, \$1,116.96.
³ Transferred to Emerald Street, Paving, \$1,200.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,235,085 20	\$3,718,370 83	\$7,132,761 33	\$12,086,217 36	\$456,130 14	\$8,696,796 70	\$3,389,420 66	\$10,089,781 09
Athens Street, Asphalt		3,000 00		3,000 00			3,000 00	
Baxter Street, C Street to D Street		2,000 00		2,000 00		1,837 43	162 57	
Beacon Street, Repairing		700 00		700 00		429 80	270 20	
Bolton-st. Bridge ¹			850 14	850 14		850 14		
Brentwood Street		2,000 00		2,000 00		2,000 00		
Bunker Hill Street, Paving		7,500 00		7,500 00		7,500 00		
Buttonwood Street, Macadamizing		1,500 00		1,500 00			1,500 00	
Byron Street, Grading, etc.			8,600 00	8,600 00		8,600 00		
Causeway Street		3,000 00		3,000 00			3,000 00	
Chapman Street, Paving		6,500 00		6,500 00		5,482 95	1,017 05	
Charles Street, Paving		5,300 00		5,300 00		5,222 35	77 65	
Coleridge Street, Grading ²			3,310 19	3,310 19		3,310 19		
Commonwealth Avenue, Bridle-path ³			1,500 00	1,500 00		1,427 62	72 38	
Commonwealth Avenue, West of Cross Roads	74,735 85			74,735 85	6,815 60	29,146 45	45,589 40	29,410 60
Cottage Street, East Boston, Foot-way			12,600 00	12,600 00	273 00	11,427 67	1,172 33	
D Street, Paving	9,259 01			9,259 01	28 22	9,259 01		10,000 00
Dorchester Avenue, Paving		29,000 00		29,000 00	3,877 61	25,720 94	3,279 06	
Dustin Street		1,000 00		1,000 00			1,000 00	
E Street, Paving ⁴			677 34	677 34		677 34		
Eighth Street, Paving		10,000 00		10,000 00	1,440 00	1,440 00	8,560 00	
Emerald street, Paving ⁵		1,200 00		1,200 00		1,200 00		
First Street, Paving			10,000 00	10,000 00		10,000 00		
Forbes Street		8,000 00		8,000 00			8,000 00	
Gold street, Foot-bridge		700 00		700 00			700 00	
Green Street		8,000 00		8,000 00	1,405 90	7,772 69	227 31	
Hampden Street, Paving			15,000 00	15,000 00	36 24	15,000 00		
Harrison Avenue, Paving		4,000 00	5,000 00	9,000 00		9,000 00		
<i>Carried forward</i>	\$1,319,080 06	\$3,811,770 83	\$7,190,299 00	\$12,321,149 89	\$478,790 50	\$8,854,101 28	\$3,467,048 61	\$10,129,191 69

¹ Transferred to Paving Department, \$149.86.
² Transferred to Paving Department, \$1,689.81.
³ Tranferred to Public Library, \$18,500.

⁴ Transferred to Paving Department, \$2,322.66.
⁵ Transferred from Albion street, Macadamizing, \$1,200.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,319,080 06	\$3,811,770 83	\$7,190,299 00	\$12,321,149 89	\$478,790 50	\$8,854,101 28	\$3,467,048 61	\$10,129,191 69
Heath Street, Macadamizing		10,000 00		10,000 00	4,398 23	8,057 97	1,942 03	
Hingham Street, Ward 16 ¹			757 59	757 59		757 59		
Homestead Street, Grading, etc.			1,000 00	1,000 00	166 48	1,000 00		
Humboldt Avenue	11,570 60			11,570 60	958 41	11,566 67	3 93	19,996 07
I Street		2,500 00		2,500 00	10	2,500 00		
India Street		6,500 00		6,500 00		6,500 00		
Kent Street, Repairing			500 00	500 00		500 00		
Lake Street, Plank-walk		500 00		500 00	488 85	488 85	11 15	
Lamont Street, Macadamizing		1,200 00		1,200 00		1,200 00		
Leverett Street, Paving ²		1,803 03		1,803 03		1,803 03		
Market Street		6,000 00		6,000 00		6,000 00		
Middlesex Street, Paving ³			2,542 41	2,542 41		2,542 41		
Moreland Street, Macadamizing		3,000 00		3,000 00	820 37	1,521 67	1,478 33	
Myrtle Street, Macadamizing		5,000 00		5,000 00			5,000 00	
Nashua Street ⁴		6,734 54		6,734 54				
Newbury Street, Repairing			15,000 00	15,000 00		6,734 54		
Ninth Street, Paving			7,000 00	7,000 00		15,000 00		
North Russell Street, Paving			5,000 00	5,000 00	321 00	6,529 38	470 62	
Ontario, Foundry, and Colony Streets			10,000 00	10,000 00		5,000 00		
Parmenter Street, Asphalt ⁵			3,292 57	3,292 57	1,536 23	9,703 84	296 16	
Phillips Street, Tremont Street to Conant Street						3,292 57		
Pond Street, Macadamizing		3,500 00		3,500 00	1,776 21	2,624 68	875 32	
Q Street		2,000 00		2,000 00		2,000 00		
Salem Street, Ward 23		6,000 00		6,000 00		2,097 56	3,902 44	
Sarsfield Street ⁶		3,000 00		3,000 00		2,599 50	400 50	
Second Street, Grading, etc.	2,383 04			2,383 04		2,383 04		
		5,000 00		5,000 00			5,000 00	
<i>Carried forward</i>	\$1,333,033 70	\$3,874,508 40	\$7,235,391 57	\$12,442,933 67	\$489,256 38	\$8,956,504 58	\$3,486,429 09	\$10,149,187 76

¹ Transferred from Middlesex street, Paving, \$757.59.
² Transferred to Paving Department, \$196.97.
³ Transferred to Hingham street, Ward 16, \$757.59.
⁴ Transferred to Paving Department, \$255.46.
⁵ Transferred to Thacher Street, \$1,707.43.
⁶ Transferred to Paving Department, \$1,116.96.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,333,033 70	\$3,874,508 40	\$7,235,391 57	\$12,442,933 67	\$489,256 38	\$8,956,504 58	\$3,486,429 09	\$10,149,187 76
Shay's Hill, East Boston, Grading, etc.			8,125 00	8,125 00	934 84	8,125 00		
Sixth Street, Paving		7,000 00		7,000 00		7,000 00		
Smith Street, Macadamizing		4,000 00		4,000 00	521 60	3,032 95	967 05	
South, Centre, and Spring Streets, Ward 23				15,000 00		15,000 00		
St. Botolph Street			15,000 00	15,000 00		3,000 00		
Story Street		3,000 00		3,000 00				
Sussex Street, Macadamizing		3,500 00		3,500 00			3,500 00	
Thacher Street ¹		2,500 00		2,500 00			2,276 24	
Travers Street			1,707 43	1,707 43			8,687 67	
Tremont Street, Plank-walk		10,000 00		10,000 00	54 00	223 76	1,400 00	
Tremont Street, Repairing		1,400 00	600 00	600 00	3 42	1,707 43		
Ward Street, Ward 22, Repairing				1,400 00				
Warren Street, Paving		10,000 00	9,000 00	9,000 00	3 61	9,000 00	3,362 12	
Washington Street, Ashland Street to Dedham line				10,000 00	994 78	6,637 88		
West Second Street		10,000 00		10,000 00	1 72	10,000 00		
Williams Street, Charlestown, Repairing		10,000 00		10,000 00	616 20	7,833 06	2,166 94	
Winter Street			2,000 00	2,000 00		2,000 00		
Phillips Street Fund, Income	1,911 46	4,000 00		4,000 00	1,503 95	2,681 95	1,318 05	
Police Department:—		1,200 00		3,111 46		350 00	2,761 46	
Police Department ²			920,844 00	920,844 00	68,141 82	920,359 35	484 65	
Station-house Matrons, and House of Detention			9,706 00	9,706 00	653 57	6,524 37	3,181 63	
Printing and Stationery (general)	4,279 03	7,103 01	46,500 00	57,882 04	3,623 52	52,858 88	5,023 16	
Public Buildings:—								
Public Buildings			135,700 00	135,700 00	6,553 04	129,103 16	6,596 84	
<i>Carried forward</i>	\$1,339,224 19	\$3,948,211 41	\$8,384,574 00	\$13,672,009 60	\$572,862 45	\$10,143,854 70	\$3,528,154 90	\$10,149,187 76

¹ Transferred from Parmenter Street, asphaltting, \$1,707.43.² Transferred to Austin Primary School-house, \$3,000.
Building for Out-Patients, Furnishing, \$8,950.
Hancock School-house, Repairs, \$6,500.Transferred to High School-house, Roxbury, \$80,000.
Horace Mann School-house, \$15,000.
Stony Brook Improvement, \$56,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expenditures (including March Draft) on public buildings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,339,224 19	\$3,948,211 41	\$8,384,574 00	\$13,672,009 60	\$572,862 45	\$10,143,854 70	\$3,528,154 90	\$10,149,187 76
Engine-house No. 9, Refitting		25,000 00		25,000 00			25,000 00	
Engine-house No. 26, Refitting		10,000 00		10,000 00			10,000 00	
Fire Department, Building and site, Brighton, Fire Department, Building and site, Congress Street		26,000 00		26,000 00			26,000 00	
Fire Department, Building and site, Eggleston Square		40,000 00		40,000 00	5,197 80	5,197 80	34,802 20	
Fire Department, Building and site, North End, Fire Department, Building and site, South Boston		26,000 00		26,000 00			26,000 00	
Fire Department, Building and site, Ward 10. Fire Department, Headquarters, etc.		60,000 00		60,000 00			60,000 00	
Highland street Stable	10,562 21	30,000 00		30,000 00			30,000 00	
Library Building, Dartmouth Street	256,698 14	60,000 00		60,000 00			60,000 00	
Police Station-house No. 1		165,000 00		165,000 00			165,000 00	
West End City Stables				10,562 21		10,521 87	40 34	
Public Celebrations ¹		500,000 00		756,698 14	24,663 94	363,452 62	393,245 52	556,754 48
Public Institutions, viz.:—		65,000 00		65,000 00	28,000 00	28,000 00	37,000 00	
House of Industry		40,000 00		40,000 00			40,000 00	
Lunatic Hospital		397 40	25,190 00	25,587 40		25,470 51	116 89	
Marcella-Street Home			138,400 00	138,400 00	677 11	138,374 33	25 67	
Retreat for Insane, Dorchester			55,025 00	55,025 00	4,834 80	49,655 05	5,369 95	
Alms-house, Charlestown			49,675 00	49,675 00	4,199 52	44,760 83	4,914 17	
Home for Paupers, Rainsford and Long Islands Pauper Expenses ²			32,294 00	32,294 00	2,252 30	27,013 53	5,280 47	
Steamer "J. Putnam Bradlee"			21,285 00	21,285 00	896 95	14,625 21	6,659 79	
Office Expenses ³			75,375 00	75,375 00	4,768 41	62,987 73	12,387 27	
Steam Launch ⁴			141,269 00	141,269 00		141,187 07	81 93	
			19,275 00	19,275 00	7 01	18,765 58	509 42	
			18,900 00	18,900 00	1,619 01	16,649 76	2,250 24	
	5,000 00			5,000 00			5,000 00	
<i>Carried forward</i>	\$1,611,484 54	\$4,995,608 81	\$8,961,262 00	\$15,568,355 35	\$649,979 30	\$11,090,516 59	\$4,477,838 76	\$10,705,942 24

¹ Transferred from Incidental Expenses, \$1,190.² Transferred to Office Expenses, \$10,000.³ Transferred from Pauper Expenses, \$10,000.⁴ Transferred from West Newton Street Lot, \$5,000.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,611,484 54	\$4,995,608 81	\$8,961,262 00	\$15,568,355 35	\$649,979 30	\$11,090,516 59	\$4,477,838 76	\$10,705,942 24
Telephonic communication between Long, Rainsford, and Deer Islands ¹	4,000 00			4,000 00			4,000 00	
Public Lands			5,000 00	5,000 00			4,646 16	
Public Library ²	2,870 74	3,911 85	142,875 00	149,657 59	33,131 60	134,158 69	15,498 90	
Record Commissioners			5,000 00	5,000 00	356 99	3,889 83	1,110 17	
Record of Street Names	500 00			500 00			500 00	
Registration of Voters and Election Expenses:—								
Registration of Voters			43,000 00	43,000 00	1,441 35	41,376 14	1,623 86	
Election Expenses		88,000 00	36,000 00	124,000 00	597 70	117,614 53	6,385 47	
Reserved Fund	52 15	215 53		267 68			267 68	
Salaries			29,100 00	29,100 00	2,552 00	27,173 60	1,926 40	
Schools and School-houses, viz.:—								
School Instructors			1,331,540 00	1,331,540 00	118,090 03	1,217,249 62	114,290 38	
Salaries Officers, School Committee			58,300 00	58,300 00	4,863 33	53,431 66	4,868 34	
School Expenses, School Committee, Supplies and Incidentals		854 22	85,600 00	86,454 22	4,971 73	82,292 79	4,161 43	
School Expenses, School Committee, Salaries of Janitors			102,000 00	102,000 00	8,796 40	92,698 25	9,301 75	
School Expenses, School Committee, Fuel, Gas, and Water			80,000 00	80,000 00	2,838 57	69,236 89	10,763 11	
Gibson School Fund, Income	1,625 86	750 00		2,375 86	223 27	1,033 57	1,342 29	
School-houses, Public Buildings		28,000 00	214,000 00	242,000 00	3,654 19	240,018 53	1,981 47	
Austin Primary School-house, Raising and re- pairing ³	9,000 00		3,000 00	12,000 00		28 38	11,971 62	
<i>Carried forward</i>	\$1,629,533 29	\$5,117,340 41	\$11,096,677 00	\$17,843,550 70	\$831,496 46	\$13,171,072 91	\$4,672,477 79	\$10,705,942 24

¹ Transferred from West Newton Street Lot, \$4,000.

² Transferred from Beacon Hill Reservoir Lot, \$947.57.

Commonwealth Avenue, Bridle Path, \$18,500.

³ Transferred from Long Island, \$552.43.

West Newton Street Lot, \$1,653.60.

³ Transferred from Beacon Hill Reservoir Lot, \$9,000. Police Department, \$3,000.

OBJECT OF APPROPRIATIONS.

[illegible]

1	Transferred from Beacon Hill Reservoir Lot,	\$15,000.00.	7	Transferred from Police Department,	\$6,500.	13	Transferred from Beacon Hill Reservoir Lot,	\$7,058.88.
2	"	"	8	"	"	14	"	"
3	"	"	9	"	"		"	"
4	to Building for Out-Patients,	1,800.00.	10	"	"		"	"
5	to Sewer Department,	1,000.00.	11	"	"		"	"
6	from Beacon Hill Reservoir Lot,	13,268.40.	12	"	"		"	"
7	"	"		"	"		"	"
8	"	"		"	"		"	"
9	"	"		"	"		"	"
10	"	"		"	"		"	"
11	"	"		"	"		"	"
12	"	"		"	"		"	"
13	"	"		"	"		"	"
14	"	"		"	"		"	"
15	"	"		"	"		"	"
16	"	"		"	"		"	"
17	"	"		"	"		"	"
18	"	"		"	"		"	"
19	"	"		"	"		"	"
20	"	"		"	"		"	"
21	"	"		"	"		"	"
22	"	"		"	"		"	"
23	"	"		"	"		"	"
24	"	"		"	"		"	"
25	"	"		"	"		"	"
26	"	"		"	"		"	"
27	"	"		"	"		"	"
28	"	"		"	"		"	"
29	"	"		"	"		"	"
30	"	"		"	"		"	"
31	"	"		"	"		"	"
32	"	"		"	"		"	"
33	"	"		"	"		"	"
34	"	"		"	"		"	"
35	"	"		"	"		"	"
36	"	"		"	"		"	"
37	"	"		"	"		"	"
38	"	"		"	"		"	"
39	"	"		"	"		"	"
40	"	"		"	"		"	"
41	"	"		"	"		"	"
42	"	"		"	"		"	"
43	"	"		"	"		"	"
44	"	"		"	"		"	"
45	"	"		"	"		"	"
46	"	"		"	"		"	"
47	"	"		"	"		"	"
48	"	"		"	"		"	"
49	"	"		"	"		"	"
50	"	"		"	"		"	"
51	"	"		"	"		"	"
52	"	"		"	"		"	"
53	"	"		"	"		"	"
54	"	"		"	"		"	"
55	"	"		"	"		"	"
56	"	"		"	"		"	"
57	"	"		"	"		"	"
58	"	"		"	"		"	"
59	"	"		"	"		"	"
60	"	"		"	"		"	"
61	"	"		"	"		"	"
62	"	"		"	"		"	"
63	"	"		"	"		"	"
64	"	"		"	"		"	"
65	"	"		"	"		"	"
66	"	"		"	"		"	"
67	"	"		"	"		"	"
68	"	"		"	"		"	"
69	"	"		"	"		"	"
70	"	"		"	"		"	"
71	"	"		"	"		"	"
72	"	"		"	"		"	"
73	"	"		"	"		"	"
74	"	"		"	"		"	"
75	"	"		"	"		"	"
76	"	"		"	"		"	"
77	"	"		"	"		"	"
78	"	"		"	"		"	"
79	"	"		"	"		"	"
80	"	"		"	"		"	"
81	"	"		"	"		"	"
82	"	"		"				

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1883-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$1,951,155 28	\$5,215,540 41	\$11,201,177 00	\$18,367,852 69	\$849,072 69	\$13,485,273 64	\$4,882,579 05	\$11,154,862 22
Walpole-street School-house ¹	2,500 00			2,500 00		2,498 32	1 68	
Winship Primary School Building ²	8,000 00	404 20		8,404 20		8,399 32	4 88	
Sealer of Weights and Measures			10,667 00	10,667 00	813 92	8,935 85	1,731 15	
Sewer Department:—								
Sewer Department ³	11,223 56	62,702 23	268,230 00	342,155 79	19,801 58	310,607 52	31,548 27	100,000 00
Sewers, Ashmont District	54 85			54 85		54 85		
Sewer, Hudson Street		20,000 00		20,000 00	4,840 71	18,174 21	1,825 79	
Sewer, Magazine Street		3,500 00		3,500 00		3,500 00		
Sewer, Meridian Street ⁴		6,688 10		6,688 10		6,688 10		
Sewer, Mount Vernon street ⁵			1,000 00	1,000 00		1,000 00		
Sewers, South Cove District		30,000 00		30,000 00	4,034 46	15,691 39	14,308 61	
Stables and Sheds, Brighton		4,500 00		4,500 00			4,500 00	
Stony-brook Improvement ⁶	23,431 31	2 00	56,000 00	79,433 31	7,701 19	75,573 41	3,859 90	1,067,039 50
Stony-brook, Damages		250,000 00		250,000 00	247,523 32	247,523 32	2,476 68	
Sinking-Fund Commissioners			2,500 00	2,500 00	174 00	2,274 66	225 34	
Soldiers' Relief	47,593 05	85,966 00	30,000 00	163,559 05	11,066 77	106,120 84	57,438 21	
Statues of Grant, Sheridan, and Farragut		42,478 20		42,478 20			42,478 20	
Surveyor's Department			35,000 00	35,000 00	2,818 66	31,869 17	3,130 83	
Treasurer's Department			38,000 00	38,000 00	3,074 76	34,101 00	3,899 00	
Water-Works:—								
Cochituate Water-Works	301,303 00	1,002,122 07		1,303,425 07		1,059,139 79	244,285 28	
Running Expenses					34,045 64			
Interest								
Refunded					54 94			
Sinking-Fund								6,539,271 45
Additional Supply of Water ⁷	12,248 41	145,000 00		157,248 41	5,377 33	12,579 54	144,668 87	
<i>Carried forward</i>	\$2,357,489 46	\$6,868,903 21	\$11,642,574 00	\$20,868,966 67	\$1,190,399 97	\$15,430,004 93	\$5,438,961 74	\$18,852,173 17

¹ Transferred from West Newton-st. Lot,
² " " " "
³ " " " "
" " Grammar School house, Dudley street,
" " Sewer, Meridian Street,
⁴ Transferred to Sewer Department,
⁵ Transferred from Incidental Expenses, \$1,000.
⁶ " " Police Department, 56,000.
⁷ Total appropriations, \$7,587,886.80; loans negotiated, premiums on said loans, and transfer from Reserved Fund, \$6,687,886.80; transferred to High Service, \$4,312.44, and to Improvement of Lake Cochituate, \$8,634.04.

APPROPRIATIONS, CONTINUED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90. and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$2,357,489 46	\$6,868,903 21	\$11,642,574 00	\$20,868,966 67	\$1,190,399 97	\$15,430,004 93	\$5,438,961 74	\$18,852,173 17
Extension of Mains, etc.	8,009 14	350,000 00		358,009 14	13,252 82	286,790 13	71,219 01	
High Service ¹	16,748 81	100,000 00		116,748 81	1,309 00	14,967 98	101,780 83	738,531 61
Improvement of Lake Cochituate ²	18,450 03			18,450 03	43 00	12,318 83	6,131 20	72,502 84
Introduction of Meters and Inspection:—								
Cochituate Water-Works	19,465 22			19,465 22	43 02	12,738 79	6,726 43	
Mystic Water-Works	886 56			886 56		143 75	742 81	
Protection of Water Supply	50,000 00			50,000 00			50,000 00	
Shops, Albany Street, C. W. W.		60,000 00		60,000 00			59,771 69	
Mystic Water-Works	25,457 19	224,986 94		250,444 13		191,507 44	58,936 69	
Running Expenses					10,267 07			
Interest					390 00			
Proportions paid under con- tracts								
Refunded					16 74			
Sinking-Fund								
West Boston and other Bridges								
West Newton-street Lot ³			14,667 00	14,667 00	797 72	8,508 68	6,158 32	
Widening and Extending Streets:—								
Widening Streets ⁴	44,848 69		27,000 00	71,848 69	1,747 65	37,267 13	34,581 56	
Bell Street	3,000 00			3,000 00	700 00	2,458 37	541 63	
Bothnia Street, Laying out			5,000 00	5,000 00		5,000 00		
Commonwealth Avenue	111,000 00			111,000 00		15,337 94	95,662 06	29,337 '94
<i>Carried forward</i>	\$2,655,355 10	\$7,603,890 15	\$11,689,241 00	\$21,948,486 25	\$1,218,966 99	\$16,017,272 28	\$5,931,213 97	\$19,692,545 56

¹ Transferred from Additional Supply of Water, \$4,312.44.

² Transferred from Additional Supply of Water, \$3,634.04.

³ Transferred to Public Library, \$1,653.60.
Sewer Department, \$1,400.
Steam Launch, \$5,000.
Telephonic Communication between Long, Rainsford, and Deer Islands, \$4,000.
Walpole-street School-house, \$2,500.
Winship Primary School Building, \$8,000.

⁴ Transferred from Tufts-street Extension, \$15,500.

APPROPRIATIONS, CONCLUDED.

OBJECT OF APPROPRIATIONS.	Balances from 1888-89.	Revenue and Loans.	Appropriations, 1889-90, and Transfers.	Total Credits.	March Draft, including Treasurer's payments in February.	Expenditures for 1889-90.	Balances Unexpended.	Total expendi- tures (including March Draft) on public build- ings and works uncompleted May 1, 1889.
<i>Brought forward</i>	\$2,655,355 10	\$7,603,890 15	\$11,689,241 00	\$21,948,486 25	\$1,218,966 99	\$16,017,272 28	\$5,931,213 97	\$19,692,545 56
Green's Alley, Widening	2,650 00			2,650 00		2,160 00	550 00	5,450 00
Greenwood-Street Extension	500 00			500 00			500 00	7,000 00
Ham's Court, Charlestown, Laying out			7,000 00	7,000 00			7,000 00	
Heath Street, Laying out			9,000 00	9,000 00			9,000 00	
Hollis Place	1,500 00			1,500 00		1,400 00	100 00	10,900 00
Humboldt-Avenue Extension	421 16			421 16			421 16	37,078 84
Hunnehan Street, Grading, etc.			8,000 00	8,000 00			8,000 00	
L Street, Grading, etc.			10,000 00	10,000 00	48 00	6,957 62	3,042 38	
Shirley-Street Extension			2,000 00	2,000 00			2,000 00	
Staniford-Street Extension				219 88		101 00	118 88	173,881 12
Talbot Avenue	219 88			219 88				25,000 00
Tufts-Street Extension ¹	3,168 98			3,168 98		3,168 98		
Ward Street	44,500 00			44,500 00		44,500 00		
Webster Street	1,075 00			1,075 00		375 00	700 00	6,300 00
Widening Commercial Street	11,267 93			11,267 93		11,267 93		60,000 00
Willard-Street Extension	1,796 83			1,796 83			1,796 83	487,703 17
	6,800 00			6,800 00		25 00	6,775 00	5,725 00
	\$2,729,254 88	\$7,603,890 15	\$11,725,241 00	\$22,058,386 03	\$1,219,015 97	\$16,087,167 81	\$5,971,218 22	\$20,511,583 69

¹ Transferred to Widening Streets, \$15,500.

CITY OF



BOSTON.

WEST END STREET RAILWAY COMPANY.

THIRTY-SEVENTH LOCATION.

IN BOARD OF ALDERMEN, March 3, 1890.

The Committee on Railroads, to whom was recommitted the petition of the West End Street Railway Company for a location for tracks leading to their car-house on Blue Hill avenue, also for a location for tracks in Portland street, having considered the subject, respectfully report in part at this time by recommending the passage of the following order.

For the Committee,

A. A. FOLSOM,

Chairman.

Ordered, That in addition to the rights heretofore granted the West End Street Railway Company to lay down tracks in the streets of the city of Boston, said company shall have the right to lay down, maintain, and use tracks on Blue Hill avenue, with curves into the new car-house and old car-house of said company at Grove Hall, and also curves connecting with existing tracks on Warren and Washington streets, said tracks and curves being shown by red lines on a plan made by A. L. Plimpton, dated Jan. 28, 1890, and deposited in the office of the Superintendent of Streets.

The right to lay down the tracks located by this order is upon condition that the whole work of laying the same, the form of rail to be used, and the kind and quality of material used in paving said tracks, shall be under the direction and to the satisfaction of the Superintendent of Streets, and shall be approved by him. Also upon condition that said West

End Street Railway Company shall accept this order of location, and shall agree, in writing, to comply with the conditions herein contained, and shall file said acceptance and agreement with the City Clerk within thirty days from the passage of this order; otherwise it shall be null and void.

Passed. Approved by the Mayor, March 4, 1890.

A true copy.

Attest:

EDWIN U. CURTIS,
City Clerk.

CITY OF



BOSTON.

BUNKER HILL TABLETS AND MEMORIAL.

BOSTON, March 6, 1890.

To the Honorable the City Council: —

I beg leave to transmit an affidavit from Caleb Foote, Esq., the father of the late Rev. Henry W. Foote, of Boston. I suggest that it be printed as a City Document, and placed on the files of the Council. The subject matter is covered by the Memorial volume regarding Bunker Hill, but this evidence should be preserved.

Very respectfully,

WILLIAM H. WHITMORE,

Chairman Record Commissioners.

SALEM, Nov. 19, 1889.

W. H. WHITMORE, Esq., Boston: —

DEAR SIR, — Rev. Joseph B. Felt, the accurate and scrupulous antiquary and genealogist of Salem, in the second volume of his "Annals of Salem," page 520, edition of 1849, says: —

"June 17. Battle of Bunker or more properly Breed's Hill. A few from Salem were in this engagement, of whom was Lieut. Benjamin West, killed within the trenches, while bravely defending his post. About one hundred more of our townsmen were attached to the regiment of Colonel Mansfield, of Lynn, who being deceived by

orders from an officer whom he met took his stand on Cobble's Hill, instead of marching to the place of action."

I have learned from newspapers that the name of Lieut. Benjamin West is not included in the list of the killed at Bunker Hill, upon the tablet recently erected by the authority of the Common Council of Boston. That he was there killed I have the testimony of my grandmother, who was the widow of Samuel West, a brother of the lieutenant. She was his cotemporary, familiar with all the local incidents of the Revolution. After the death of my parents I lived with her, from the age of five or six, till twelve (1807 or 1808 to 1815), and often heard the facts related. This great-uncle of mine had some taste and talent for portrait painting, and a life-size bust-portrait of him, in his lieutenant's uniform, painted by himself, hung in the house, and its history was often mentioned to visitors. A copy of it is now in possession of the Essex Institute, in Salem, and another is in the family of the late Rev. Henry W. Foote, of Boston.

I have never heard the statement of Rev. Mr. Felt, above quoted, doubted. In the first half of Mr. Felt's life he was the cotemporary of many of the Bunker Hill soldiers, and might have got his information from them.

CALEB FOOTE.

Commonwealth of Massachusetts, County of Essex, Salem, Nov. 20, 1889, the above-written Caleb Foote appeared before me, and made oath that the preceding statements are true, to the best of his knowledge and belief.

ARTHUR S. FORD,
Justice of the Peace.

["Salem Gazette," Tuesday, Nov. 12, 1889. Salem Soldiers and Privateersmen in the Revolution.]

Messrs. Editors,—A few weeks ago you published an article, requesting further information than was furnished in Felt's "Annals," respecting Lieut. Benjamin West, who was the only Salem soldier killed at the battle of Bunker Hill. The "Salem Gazette," thirty-nine years ago, in the year 1850, supplied additional evidence, to the same effect, in a column of reminiscences, by the late Henry Derby, Esq. The aged woman (his grandmother) who furnished the reminiscences

was nine years old in the year 1775, the date of the battle. Mr. Derby says in his communication : —

“In relation to the morning of the 17th of June, 1775, her memory was clear, and her answers always quick and the same. The melancholy fate of Mr. Benjamin West, a young man of unusual promise and one of her nearest neighbors, (living in the house directly opposite, on the corner of North and Lynde streets), she has often related to me. He was a lieutenant of a company of minute men, and came into her mother's door on that morning exhibiting as he entered his insignia of office (a feather in his hat), to bid her good-by. To the question, ‘Are you going, Benjamin?’—‘Yes; right away,’ was his quick reply, and this was one of his last good-bys, for in a diary of events kept at that time by the late Joseph Henfield, of Salem, and copied into Felt's ‘Annals,’ is found a notice of the Battle of Bunker Hill, and among others killed the name of Lieut. Benjamin West, of Salem, when bravely fighting in the trenches. This young man it appears was a painter by trade, of a lively and pleasing disposition, and possessed of a rare genius, as the sign, his own work over the door of his place of business, indicated, — exhibiting himself true to life in the act of painting a carriage. After his death and the disposal of his effects this sign (the relic of that brave young man in whom were all the elements of patriotism) became the lining of an outside cellar door of the house, his last earthly residence, and there gratified the eyes of children and passers-by whenever those doors were thrown open, till time and exposure erased the picture of the young patriot and martyr to liberty.”

In Common Council, March 6, 1890. Placed on file and ordered to be printed.

Attest :

JOSEPH O'KANE,
Clerk of the Common Council.



CITY OF



BOSTON.

DRAFT OF
REVISED ORDINANCES

REPORTED BY THE

COMMITTEE ON ORDINANCES.

IN BOARD OF ALDERMEN,
March 17, 1890.

The Committee on Ordinances, in pursuance of the order passed June 24, 1889, directing them, under the supervision of the Corporation Counsel and the City Solicitor, to consider and report in print a new edition of the ordinances, with all changes and amendments to the latest available date, together with such further changes and amendments as the said Corporation Counsel and City Solicitor may deem necessary, respectfully submit the following draft of revised ordinances.

The revision is the work of Andrew J. Bailey, City Solicitor, who, from his long experience as a lawyer and legislator, and his familiarity with municipal matters, is peculiarly well fitted for the task, and it is proper to state that it has been done in a skilful and creditable manner.

The ordinances themselves, although reduced in size in many instances, are not materially changed in their purpose and operation. A considerable amount of what might be termed extraneous or unnecessary matter has been left out, and they now appear in a more exact state than heretofore,

LIST OF CHAPTERS.

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City Messenger Department	“ 6
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Laying out Streets ; Department for	“ 36
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Inspection of Buildings ; Department for the	“ 40
Inspection of Vessels and Ballast ; Department for the	“ 41
Sealing of Weights and Measures ; Department for the	“ 42
Inspection of Provisions ; Department for the	“ 43
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CITY OF BOSTON.

In the year one thousand eight hundred and ninety.

AN ORDINANCE

FOR

CONSOLIDATING AND ARRANGING

THE ORDINANCES

OF THE

CITY OF BOSTON.

Be it ordained by the City Council of Boston, as follows:—

CHAPTER 1.

GENERAL PROVISIONS.

SECTION 1. All by-laws of the city shall be denominated ordinances, and the enacting style shall be, "Be it ordained by the city council of Boston, as follows."

SECT. 2. Every ordinance, shall, except when otherwise provided, be published for two weeks successively in three daily newspapers published in the city. Every ordinance for consolidating and arranging the ordinances shall be exempted from the foregoing rules, and shall be published by the action of the city council in passing the same.

SECT. 3. This ordinance shall be known as the "Revised Ordinances of 1890," and, so far as its provisions are the same in effect as those of previously existing ordinances, shall be construed as a continuation of those ordinances; but, subject to the said limitation, all ordinances of the city heretofore in force are hereby repealed.

SECT. 4. This ordinance shall not affect any act done, any right accrued, any penalty incurred, any suit, prosecution, or proceeding pending, or the tenure of office of any person holding office, at the time when this takes effect, nor shall the repeal of any ordinance thereby have the effect of reviving any ordinance theretofore repealed or superseded.

SECT. 5. When anything is prohibited in an ordinance, not only the persons actually doing the prohibited thing, but also their employers and all other persons concerned therein, shall be liable to the penalty prescribed therefor.

SECT. 6. When in an ordinance anything is prohibited from being done except in accordance with a license or permit from a board or officer, such board or officer shall have the power to license or permit such thing to be done.

SECT. 7. The financial year of the city shall begin with the first day of May and end with the last day of April.

SECT. 8. The words "street" and "streets," when used in this or any other ordinance, shall be construed as including all public ways, alleys, lanes, courts and sidewalks, also those parts of all public squares and public places, which form travelled parts of highways; the words "public ground" and "public grounds" as including the common and public garden, also those parts of all public squares and public places

which do not form travelled parts of highways; the words "owner" and "occupant" of a building or land, as including any sole owner or occupant, and any joint tenant or tenant in common of the whole or of any part of a building or lot of land; words purporting to give a joint authority to three or more officers or other persons, as giving such authority to a majority of such officers or persons; the word "person," as including corporations; the words "officer in charge of a department," as including all officers and boards having charge of departments, unless such construction would be inconsistent with the manifest intent of the ordinance.



SECT. 9. The seal of the city shall be circular in form, shall bear a view of the city, the motto "Sicut Patribus, Sit Deus Nobis," and the inscription, "Bostonia Condita, A.D. 1630. Civitatis Regimine Donata A.D. 1822," as established by the ordinance passed January 2, 1823, as herewith set forth.

SECT. 10. The use of the office and private room of the mayor shall be under his control; the use of the large hall used for the meetings of the board of aldermen, the ante-room adjoining said hall on its easterly side, the city clerk's room on its westerly side, the city clerk's room, and the private room, and the private office on the west side of said hall and the chairman's room adjoining the city messenger's office, shall be under the control of the board of aldermen; the use of the hall used for the meetings of the common council, the ante-room, committee-room, and wash-room adjacent to said hall on its easterly side, the lobby and clerk's room on its westerly side, and the president's room, adjoining the clerk's room, shall be under the control of the common council. All other rooms in the city hall and other public buildings required for officers, shall be assigned to them by the superintendent of public buildings, with the approval of the mayor.

SECT. 11. Each branch of the city government may prescribe rules for the use, custody, and care of its own apartments, and may direct the expenditure, through the superintendent of public buildings, of such sums of money as are from time to time appropriated for repairs or furnishing therein.

SECT. 12. The departments hereafter named in this ordinance are hereby created, and they shall be under the charge of the officers or boards designated in the respective chapters relating thereto.

CHAPTER 2.

THE MAYOR.

SECTION 1. The mayor shall appoint, annually, and for the terms hereinafter specified, subject to confirmation by the board of aldermen, the following-named officers, that is to say.

For the term of one year beginning with the first day of April in the year in which appointed : —

The city engineer.
The city surveyor.
The city registrar.
The superintendent of sanitary police.
The superintendent of sewers.
The superintendent of streets.
The water registrar.
The superintendent of printing.
The superintendent of lamps.
The superintendent of public buildings.
The city architect.
The superintendent of public grounds.
The superintendent of bridges.
The commissioner of Cambridge bridges.
The superintendent of markets.
The chief weigher and three assistant weighers of vessels and ballast.
The sealer and four deputy sealers of weights and measures.
The inspector of milk and vinegar.
The inspector of animals and provisions.
Two record commissioners.
Five commissioners of ferries.
Five trustees of Mount Hope cemetery.

For the term of one year, beginning with the first day of July in the year in which appointed : —

The corporation counsel.
The city solicitor.
The city treasurer.

The city collector.

The city auditor.

For the term of three years, beginning with the first day of April in the year in which appointed : —

One member of the board of registrars of voters.

One member of the board of assessors in every third year after the year 1889, and two members in every year, except those specified.

For the term of three years, beginning with the first Monday in April in the year in which appointed : —

One member of the board of commissioners of public institutions.

Four members of the board of overseers of the poor.

For the term of three years, beginning with the first day of May in the year in which appointed : —

Two members of the board of commissioners of sinking-funds.

One member of the board of commissioners of public parks.

One member of the board of health.

One member of the board of fire commissioners.

One member of the Boston water board.

For the term of three years, beginning with the fifteenth day of November in the year in which appointed : —

The inspector of buildings.

For the term of five years, beginning with the first Monday in May in the year in which appointed : —

One member of the trustees of the city hospital.

One member of the trustees of the public library.

SECT. 2. Whenever an officer appointed by the mayor and confirmed by the board of aldermen, under authority of the city council, shall be unable to discharge the duties of his office, the mayor may appoint, temporarily, a person to discharge such duties until the mayor decides that such inability has ceased.

SECT. 3. The mayor shall, in January, immediately after receiving the annual reports of the departments to be made during said month, cause the same to be printed in volumes as near as conveniently may be, of the size of a volume containing the auditor's, collector's, treasurer's, and commissioners of sinking-funds reports of the preceding year, and transmit the same to the city council, accompanied by a message containing such comments and suggestions as he shall deem to be for the information of the city council, or of public interest; and shall immediately, on receiving any report required by ordinance to be made to him, transmit it in the same manner, and shall immediately after receiving the annual reports of the auditor, treasurer, collector and commissioners of sinking funds, print them in another volume, together with a carefully prepared index of all the volumes. Said volumes shall be entitled "Annual Report of the Executive Department of the city of Boston for the year," naming the preceding year.

SECTION 4. The mayor may execute in behalf of the city all conveyances, leases, and other instruments to be executed by the city; but this provision shall not be construed to prevent any officer from executing any conveyance, lease, or other instrument in performing the duties devolving upon him.

SECT. 5. When a person entitled to redeem an estate mortgaged to the city makes application for such redemption, the mayor may, upon payment to the city collector of the amount due on the mortgage, discharge or release the mortgage, or assign the same without liability of, or recourse to, the city, and may execute and deliver in behalf of the city all legal instruments that may be necessary for said purpose.

SECT. 6. When a person entitled to redeem an estate sold for non-payment of taxes, or other assessments, and purchased by the city, makes application for such redemption, the mayor may, on payment to the city collector of the amount due on said estate, execute and deliver in behalf of the city any and all legal instruments that may be necessary to vest in such person the city's title to such estate.

SECT. 7. The mayor may execute and deliver to any party holding lands, the title of which is derived under a deed given by the city, and creating an estate upon condition, a deed of release, acknowledging that up to the time when such deed of release is given, such condition has been fully complied with, and releasing such land from the possibility of forfeiture to the city for any breach of condition happening prior to the date of the release.

SECT. 8. The mayor shall sign all drafts drawn by the auditor upon the city treasurer, shall approve the form of all drafts and of all checks or orders used by the city auditor; and shall, with the city treasurer and city auditor, sign all bonds and certificates of indebtedness issued by the city.

SECT. 9. The mayor may order the public buildings or any of the public offices to be closed for any period, not exceeding one day at a time, whenever he deems it expedient so to do, and may order flags to be displayed thereon at any time.

SECT. 10. There shall be allowed to the mayor, in the discharge of the duties of his office, such subordinates as he shall deem necessary, provided, however, the total expenditures of his office shall not exceed the amount appropriated therefor.

CHAPTER 3.

OFFICERS AND BOARDS.

SECTION 1. Every officer confirmed by the board of aldermen, shall subscribe in a book to be kept by the city clerk for that purpose, a statement of his acceptance of his office, on the conditions expressed in the ordinances of the city.

OFFICIAL BONDS.

SECT. 2. The several officers hereinafter named shall give bonds to the city for the purposes, and with penal sums, as follows, namely :—

The city treasurer, one hundred and fifty thousand dollars.

The city collector, seventy-five thousand dollars.

The city clerk, two thousand dollars.

The city registrar, two thousand dollars.

The superintendent of sanitary police, ten thousand dollars.

The superintendent of sewers, two thousand dollars.

The sealer of weights and measures, two thousand dollars.

The secretary of the trustees of Mt. Hope cemetery, five thousand dollars.

The superintendent of the city hospital, three thousand dollars.

The clerk of the ferry department, five thousand dollars.

The assistant clerk of ferry department, five thousand dollars. Other persons authorized to sell ferry tickets, or to receive money or tickets for the ferry, each one thousand dollars.

The clerk of accounts of public institutions, two thousand dollars.

The water registrar, five thousand dollars.

The clerk of the water board, two thousand dollars

The librarian of the public library, two thousand dollars.

The clerk of the park department, three thousand dollars.

The physician at quarantine, two thousand dollars.

Every such officer shall furnish a new bond or surety whenever required by the mayor.

SECT. 3. The condition of each of said bonds shall be that the officer therein named will faithfully discharge the duties

of his office, and will duly collect and safely hold all of the money or other property belonging to the city which it is his duty to collect or hold, and transmit the same to the proper official, at such periods as may from time to time be designated by the city council; that he will properly disburse any money belonging to the city which may be intrusted to him for that purpose, and that he will immediately inform the mayor whenever any surety on his official bond has died or become insolvent.

SECT. 4. The sureties on each of the said bonds may be one or more; and the liability of each surety, when more than one is given, shall be limited to a several liability for his proportionate part only of the penal sum named in said bond; but in no case shall the liability be for less than two thousand dollars, or for the penal sum of the bond where such sum is for two thousand dollars or less.

SECT. 5. The bonds of every officer, and the sureties thereon, shall be approved by the mayor. Each of said bonds, except that of the city clerk, shall be executed, approved, and delivered before the officer enters upon the duties of his office.

SALARIES AND VACATIONS.

SECT. 6. The following-named officers shall, while in the service of the city, receive yearly salaries as follows, and at the same rate for any portion of the year, which shall, unless otherwise specially provided by ordinance, be in full for all services which said officers are authorized or required by statute or ordinance to perform, and shall be subject to the deduction of any and all sums due to the city from the officers entitled thereto.

The mayor, ten thousand dollars.

The members of the board of aldermen, fifteen hundred dollars each.

The city clerk, five thousand dollars.

The assistant city clerk, three thousand eight hundred dollars.

The city treasurer, six thousand dollars.

The city auditor, five thousand dollars.

The city collector, five thousand dollars.

The corporation counsel, six thousand dollars.

The city solicitor, five thousand seven hundred and fifty dollars.

The city engineer, six thousand dollars.

The city architect, three thousand five hundred dollars.

The city surveyor, three thousand six hundred dollars.

The city registrar, two thousand five hundred and fifty dollars.

The three street commissioners, three thousand dollars each.

The superintendent of streets, four thousand dollars.

The superintendent of sewers, five thousand dollars.

The superintendent of public buildings, three thousand six hundred dollars.

The chairman of board of record commissioners, two thousand five hundred dollars.

The superintendent of public grounds, three thousand dollars.

The superintendent of printing, two thousand five hundred dollars.

The superintendent of markets, two thousand five hundred dollars.

The superintendent of lamps, three thousand five hundred dollars.

The superintendent of bridges, two thousand five hundred dollars.

The commissioner of Cambridge bridges, five hundred dollars.

The inspector of animals and provisions, seventeen hundred dollars.

The sealer of weights and measures, two thousand five hundred dollars.

The four deputy sealers of weights and measures, fourteen hundred dollars each.

The inspector of buildings, five thousand dollars.

The chairman of the board of assessors, three thousand five hundred dollars.

The four other assessors, three thousand dollars each.

The three members of the water board, three thousand dollars each.

The water registrar, three thousand six hundred dollars.

The chairman of the commissioners of public institutions, four thousand dollars.

The two other commissioners, three thousand five hundred dollars each.

The three fire commissioners, three thousand five hundred dollars each.

The three registrars of voters, three thousand dollars each.

The three health commissioners, three thousand dollars each.

The superintendent of sanitary police, three thousand five hundred dollars.

The inspector of milk and vinegar, three thousand dollars.

Any officer or person temporarily holding or performing the duties of any office, by authority of the mayor or of ordinance, a total salary at the rate hereinbefore fixed for the office.

The city messenger, three thousand dollars.

The clerk of committees, three thousand five hundred dollars.

The clerk of the common council, three thousand dollars.

SECT. 7. The several officers of the county of Suffolk shall be paid the salaries and allowances provided by law.

SECT. 8. Every officer and board in charge of a department receiving a salary from the city shall be entitled to a vacation of a fortnight's duration without loss of pay during the year of employment, and the mayor may grant additional leave of absence, with or without loss of pay, to all such officers and boards.

GENERAL POWERS AND DUTIES.

SECT. 9. Every board shall, unless otherwise provided, organize on the first Monday in May annually, by the choice of one of its members as chairman, and by the choice of a clerk, who shall not, unless otherwise specially provided, be a member, and who shall be sworn to a faithful discharge of his duties.

SECT. 10. Every officer or board in charge of a department shall employ, and fix the compensation of, all subordinates in his department, to the extent of the appropriation made for subordinates in his department, and the term of office of every subordinate shall continue until terminated by his superior; but whenever an increase shall be made in the compensation of any subordinate, or in the number of subordinates, a report thereof shall be immediately sent to the mayor, and no such increase shall take effect until approved by the mayor, in a writing filed with the city auditor. When any such officer or board shall remove any subordinate, the order of removal and the cause assigned therefor shall be entered in full on the records of the department in which he served. Every such officer and board shall to the best of his ability prevent the assignment of wages by persons employed by him for the city.

SECT. 11. Every officer and board in charge of a department shall have his office open for the transaction of public business from nine o'clock in the forenoon until five o'clock in the afternoon on every day, except Saturdays, Sundays, legal holidays and the anniversary of the battle of Bunker Hill; on Saturdays during the months of July and August the offices shall be closed at twelve o'clock noon, during the other months at two o'clock in the afternoon; the city registrar's office shall, in addition to the hours above stated, be open for the reception of returns from undertakers, and for the issuing of certificates to persons intending to be joined in marriage, from eleven o'clock in the forenoon until twelve o'clock noon on

every day in the year; the office of the board of health shall, in addition to the hours above stated, be opened for the issuing of permits for burial and for the removal of dead bodies, from ten o'clock in the forenoon until twelve o'clock noon on every day in the year; the city treasurer and city collector shall not keep their offices open to receive or disburse money after two o'clock in the afternoon of any day in the year.

SECT. 12. No officer or board in charge of a department shall, unless specially authorized thereto by statute, make any expenditure or incur any liability on behalf of the city for any purpose or object, until an appropriation sufficient to meet such expenditure or liability, together with all other expenditures and liabilities, which he or it proposes to make, and which are properly chargeable to the same appropriation, has been made therefor; nor shall he or it exceed any specific appropriation made for his department, but may expend the amount of the income from any real estate or from any gift, devise, or bequest held for any purposes connected with his department in accordance with the conditions and directions attached thereto.

SECT. 13. Every officer and board in charge of a department shall keep records of the acts and doings of the department, in books kept specially for the purpose, including a book in which he shall record all changes and alterations made in all contracts and specifications for work and materials furnished for his department, and files of its papers. The records of every board shall be made upon the day of the meeting by the clerk thereof, and be read and approved at the next meeting, and shall give the names of the members present at the meetings, and their votes and proceedings thereat. All such records and files, except medical records and files shall, under the supervision of the officer in charge of the department, be open to public inspection, and any person may take notes therefrom; but this shall not apply to matters which the corporation counsel is of opinion should not be made public.

SECT. 14. Every officer and board in charge of a department may, with the approval of the mayor in writing, sell, or otherwise dispose of, any old or unnecessary materials not required by such department, and not exceeding five hundred dollars in value.

SECT. 15. Every officer or board shall, when contracting for or accepting delivery of any fuel, or of any stone, gravel, sand, or ballast from a vessel for the city, require that it be weighed and inspected by a weigher or measurer authorized thereto, and that the bill thereof shall be accompanied by the certificate of the weigher or measurer.

SECT. 16. Every officer or board in charge of a department requiring any printing, stationery, or binding shall obtain the same of the superintendent of printing, by means of a requisition on him therefor, on blanks to be furnished by him.

SECT. 17. Every officer or board in charge of a department shall settle any claim or suit, arising from any transaction, act or neglect of the department under his charge, provided that the settlement is recommended by a vote of the committee on claims and approved by the mayor, and can be effected for the sum of five hundred dollars, or less. The city solicitor may settle any suit against the city when the settlement is recommended by a vote of the committee on claims and approved by the mayor, provided such settlement can be effected for the sum of four thousand dollars or less; every amount paid in settlement of a claim or suit, or on execution, shall be charged against the appropriation of the department whose transaction, act, or neglect caused the claim or suit, and be charged and considered as an expenditure made by such department.

SECT. 18. Every officer receiving a salary from the city for whose services as such officer any fees, charges, or commissions are allowed by law, shall pay such fees, charges, and commissions into the city treasury, to become the property of the city, and any officer or board through whom or for whose services, supplies, or sales, payments are due to him or it, or to the city, and are to be paid into the city treasury, shall keep suitable books and accounts therein of all such dues and of all moneys received therefor, shall personally verify the same, and shall, unless otherwise specially provided, on or before the fifth day of every month send to the auditor a statement of the total amount of the moneys collected by him, and of the total amount of all other sums which have become due since the date of the last statement, and shall at the same time deliver to the city collector all such moneys collected and bills of all such dues, together with alphabetical lists by wards of such moneys and bills, entered in suitable books with proper details, and with the columns of figures added up and carried forward continuously to the end of such list.

SECT. 19. Every officer and board in charge of a department shall, on or before the twentieth day of each month, send to the city auditor all bills and demands against the city, in such form and with such approval as the auditor may require, which have been received and approved by said officer during the preceding month, accompanied by such vouchers, schedules, requisitions, and evidence of the authority under which the expenditure was incurred, and when, in the opinion

of such officer, good cause exists therefor, may request the payment at other times of any amounts due.

SECT. 20. Every officer and board in charge of a department shall make up a weekly pay-roll of all employees in his department, to and including Thursday of each week, and shall send the same to the city auditor, within forty-eight hours after the close of the period covered by such pay-roll, with a requisition for the payment thereof; but the name of any person whose payment weekly is not required by law, shall not be placed on such pay-roll if such person desires to have his name placed on the monthly pay-roll; every such officer shall make up a monthly pay-roll for the payment of all officers and subordinates not paid on the weekly pay-rolls, and send the same on the twentieth day of each month to the city auditor, with a requisition for the payment thereof; if any employee has deceased, the officer of the department shall certify the name of the person who is to receive the amount due the deceased.

SECT. 21. Every officer or board in charge of a department issuing a license or permit, shall insert therein a condition that the person accepting the same shall conform to the statutes and ordinances and the specifications in the license or permit; that the license or permit may be revoked at any time by the authority issuing it; that the violation of any of its specifications shall work an immediate revocation of the license or permit, and that such person shall indemnify and save harmless the city from any damage it may sustain, or be required to pay, by reason of the doing of the work, licensed or permitted, or by reason of any act or neglect of himself or of any of his employees relating to such work, or by reason of any violation of any specification, provided that nothing herein contained shall be construed to prevent the insertion of any other specifications deemed advisable by the authority issuing such license or permit.

SECT. 22. Every officer and board in charge of a department, except of the auditing, collecting, treasury and sinking fund departments, shall, on or before the tenth day of January, transmit to the mayor a report containing a statement of the acts and doings, and receipts and expenditures of the department for the preceding municipal year, together with such other matter as the statutes and ordinances may require, or said officer may deem to be of public interest, and at the end of the report a schedule of the property of the department; and the auditor, collector, treasurer, and commissioners of sinking funds shall transmit a similar report for the preceding financial year on or before the first day of July.

SECT. 23. Every officer and board in charge of a depart-

ment shall, annually, before the first day of February, send to the mayor an estimate in detail of the appropriations which will be required to enable the department to perform its duties and works during the next financial year, and also an estimate of all income to be received from any source by the department during the said year.

CHAPTER 4.

CITY CLERK DEPARTMENT.

SECTION 1. The city clerk department shall be under the charge of the city clerk, who shall have the care and custody of all city records, documents, maps and plans, and papers of the city, respecting the care and custody of which no other provision is made; shall attend all meetings of the board of aldermen, and all meetings of both branches of the city council when met in convention; shall keep records of all such meetings; shall cause to be published for three weeks successively in two daily newspapers published in this city, and to be printed as a city document, within ten days after its passage, every ordinance and every regulation of the board of aldermen, and shall keep a copy of the last revision of the ordinances, and of the last revision of the regulations of the board of aldermen, with all the amendments codified and arranged therein, as soon as approved by the mayor.

SECT. 2. The city clerk shall keep a book in which the names of all streets shall be alphabetically arranged, and in which every sidewalk, which has been relinquished by the abutters and accepted by the board of aldermen, shall be entered, with the date of the acceptance, the length and the width of the sidewalk, and the names of such abutters.

SECT. 3. The city clerk shall keep a book containing the dates of appointment and confirmation of all officers confirmed by the board of aldermen, and a statement that the officer signing the same accepts his office, subject to the statutes and ordinances, said book to be signed by said officers.

SECT. 4. The city clerk shall cause to be published, as seasonably as possible, in at least four daily newspapers published in the city, a statement of the officers to be chosen, of the propositions to be voted on at an election, of the day on which it is to be held, and of the hours fixed for opening and closing the polls, and shall transmit to the wardens of the several voting precincts on or before the time prescribed for the opening of the meetings copies of the warrants for the the calling thereof.

SECT. 5. The city clerk shall annually, in January, appoint, subject to the approval of the mayor, an assistant city clerk, who shall be sworn to the faithful discharge of his

duties, and shall hold office for the remainder of the municipal year, and until his successor is appointed and qualified.

SECT. 6. The assistant city clerk shall assist the city clerk in the performance of the duties of his office, and shall discharge the duties of the city clerk when that officer is absent, and when there is a vacancy in his office.

CHAPTER 5.

CLERK OF COMMITTEES DEPARTMENT.

SECTION 1. There shall be elected annually by concurrent vote of the two branches of the city council a clerk of committees, who shall hold office for the term of one year from the first day of April in the year of his election; said clerk of committees shall have charge of the clerk of committees department, shall have charge of the two rooms between the aldermen's private room and the room of the superintendent of public buildings, and of the libraries in said rooms; shall, when no other provision is made, act as the clerk of all committees, standing or special, of either branch or of both branches of the city council; shall make proper records in books kept for the purpose of all the proceedings and transactions of each committee; shall keep a calendar of all the meetings of each committee, and notify the members thereof of such meetings when requested so to do by the chairman or by a majority of the committee and shall perform such other duties and services for said committees as they may from time to time require.

SECT. 2. The said libraries shall be known as the city hall reference library, and said clerk shall keep therein a copy of the several publications issued by the city and by every board and department thereof, and copies of publications presented to the city of Boston from other sources. And said clerk of committees may purchase other publications for the library.

SECT. 3. Said clerk shall appoint an assistant clerk, who shall assist him in the performance of the duties of his office, and shall discharge the duties of the clerk when that officer is absent, and when there is a vacancy in his office.

CHAPTER 6.

CITY MESSENGER DEPARTMENT.

SECTION 1. There shall be elected annually, by concurrent vote of the two branches of the city council, a city messenger, who shall hold office for one year from the first day of April in the year of his election; said city messenger shall have charge of the city messenger department; shall have the care, custody, and distribution of all documents, books, and pamphlets printed for the use of the city council, or either branch thereof; shall, except as to repairs and alterations, and as to the steam apparatus therein, have the general custody and care of the City Hall building including the elevator; shall have the direction of any detail of police that may be especially assigned to protect said building or to preserve order in any part thereof; shall also have the care and custody of the portable music stands, of the flags belonging to City Hall and the flags, ropes, stakes, and flag-staffs belonging to the public grounds; shall attend all meetings of the board of aldermen and of the common council; shall wait upon all committees when in session in City Hall; and shall perform all services required of him by the mayor, by either branch of the city council, or by any committee, and may also serve as messenger to the school committee.

CHAPTER 7.

ASSESSING DEPARTMENT.

SECTION 1. The assessing department shall be under the charge of the board of assessors, consisting of five assessors, who shall have and exercise all the powers and be subject to all the duties and limitations of assessors of taxes; shall within ten days after making any change in the number, boundaries, or designations of an assessment district, file a description thereof with the city clerk; shall keep a full and complete record of the name of each person having a residence in the city of Boston, and his present and past residences, and also a record of the names of persons whose taxes have been abated in whole or in part, with the amount originally assessed to each, the amount of the abatement, and the reason for which it was made; may appoint as assistants two persons for each assessment district, and such other assistants and subordinates as it may deem necessary.

SECT. 2. Said board may elect one of the assessors as secretary, and in such case may pay him two hundred dollars per annum, in addition to his salary as assessor.

SECT. 3. Said board shall make out and deliver to the city collector, on or before the first day of October in each year, tax bills for all taxes assessed; and such bills shall have printed on them the rate for each thousand dollars of property assessed that has been required for state, county, and city taxes respectively, and also that has been required for public school expenditure; and before delivering such tax bills to the collector, shall record them in books prepared for the purpose, and shall add the amounts thereof together, and foot the same at the end of each book, and shall add the aggregates of all the books together, so as to show the total amount of taxes assessed, and shall deliver the said books with said bills to the city collector, and shall before the fifth day of every ensuing month, deliver like bills and books of all additional or supplementary assessments made during the preceding month.

SECT. 4. Said board shall render to the city auditor, at the time when it delivers any tax bills to the city collector, a statement of the amount of such bills, so far as the amounts thereof have not been included in any statement previously

rendered to him ; and such statement shall also include the amount of taxes abated, determined to be void, or remitted, which have been certified to the assessors during such month, giving also the year in which the taxes were laid.

SECT. 5. Said board shall, in its annual report, include a statement of the assessors' valuation of the taxable property in the city of Boston for each of the preceding five years, the abatements thereon allowed previous to the thirty-first day of December preceding the date of such statement, and the average of such valuations reduced by such abatements.

CHAPTER 8.

COLLECTING DEPARTMENT.

SECTION 1. The collecting department shall be under the charge of the city collector, who shall require from his subordinates for the faithful performance of their respective duties, and for the safe custody of the moneys and other property intrusted to them, bonds to himself as obligee with sureties satisfactory to the mayor, from the cashier bonds in the penal sum of not less than twenty thousand dollars, from the deputy collectors bonds in the penal sum of not less than five thousand dollars each ; shall collect and receive all moneys payable to the city, except when other provision is made ; shall, within twenty-four hours after receiving any moneys for the city, pay the same over to the city treasurer, with a statement of the different accounts on which the same were received, taking a receipt for the same ; shall be the custodian of all leases in which the city is lessor ; of all notes and bonds payable to the city or the county, except those to be held by the city treasurer as trust funds, and of all mortgages given as security for the payment of the same and of all tax deeds of lands held by the city.

SECT. 2. Said collector shall, as soon as conveniently may be, after he has caused any real estate to be sold for the non-payment of a tax or assessment, enter such sale in an alphabetical list, kept in his office for public reference, giving the date of the sale, the location of such real estate, and the name of the person or persons, if known, against whom such tax or assessment was laid, and the amount for which the sale was made.

SECT. 3. Said collector shall cause to be sold, pursuant to the provisions of law applying thereto, all real estate taken or purchased and held by the city for non-payment of taxes or assessments.

SECT 4. Said collector shall, whenever a water rate is not paid within the time required by chap. 21, sect. 3 of this ordinance, serve a summons at the premises for which the water rate is due ; and unless such rate is paid within three days thereafter, together with twenty-five cents for said summons, he shall immediately notify the water-registrar thereof, and shall thereafter require in addition to the amount of the water-rate twenty-five cents for the summons, and two dollars for shutting off and letting on the water, and when the same

has been paid shall immediately notify the water-registrar thereof. The foregoing provision shall apply when two or more parties take water from the same service-pipe, although one or more may have paid the amount due from him or them.

SECT. 5. Said collector shall make to the mayor and to the city auditor monthly reports in writing of all moneys received by him, and the disposition thereof, and of the accounts upon which such moneys have been received; and shall include in his annual report a statement of all moneys received by him during the year, and of the particular warrant, assessment, or account upon which each amount was received, and of the disposition of such moneys, and of the balance of money uncollected on the respective warrants, and assessments, or schedules of departments in his hands.

CHAPTER 9.

AUDITING DEPARTMENT.

SECTION 1. The auditing department shall be under the charge of the city auditor, who shall have the custody of all contracts of the city ; shall have the custody of all bonds given by officers of the city, keep a register of the dates, amounts, and sureties on all such bonds, and notify the mayor whenever such bonds expire, or that he is of the opinion that the sureties have become impaired by death, insolvency, or other disability ; shall keep a complete set of books, wherein shall be entered the amount of each specific appropriation, and each amount that has been expended on account of such appropriation ; shall notify the mayor whenever the expenditure of a department seems to him to be in excess of a proper monthly ratio of its appropriation ; shall, when any appropriation of a department has been wholly expended, immediately make a report of that fact to the department and to the mayor ; shall have the custody of all bonds and certificates of indebtedness, and the coupons thereof, issued by the city, after they have been paid and delivered to him by the city treasurer ; shall direct to the treasurer all necessary drafts, checks, or other orders for the payment of money, in such form as the mayor shall approve ; shall keep a registry of, and with the mayor and city treasurer sign all bonds and certificates of indebtedness issued by the city.

SECT. 2. Said auditor shall immediately on receiving any bond from the treasurer, deliver to him a check, or other order, for the payment of the same ; and shall on the days of receiving executions or coupons from the treasurer deliver to him a draft to the total amount of the executions, coupons and interest paid by the treasurer to those days.

SECT. 3. Said auditor shall, within forty-eight hours after the close of the period covered by any pay-roll, and after examination thereof, if found correct, approve the same, and shall deliver to the treasurer each day a draft to pay the amount so approved during that day ; he shall at any time, on receiving a proper certificate from the officer or board in charge of a department, deliver to the treasurer a check or other order, to pay the amount due any person in that department leaving the service of the city.

SECT. 4. Said auditor shall examine all bills or demands rendered against the city or county, shall see that they have been incurred and properly approved by some person duly authorized, in exact accordance with such authority, that the clerical computations are correct, and that there are on hand funds appropriated for such purpose sufficient for the payment of such demand or bill; in case of any error or informality he shall make note of the fact, and return the bill or demand with his objections to the officer or board presenting the same; if he approve the bill or demand he shall cause an abstract of the same to be entered in a book kept for that purpose; as soon as possible after the twentieth day of each month, he shall sign on said books a draft for the city treasurer to pay all accounts entered therein.

SECT. 5. Said auditor shall, on the first secular day of each month, after receiving a proper receipt or acquittance of any bill or demand which has been so approved, sent to, and allowed by him and entered in the aforesaid books, give to the person entitled to payment a check, or other order, directed to the city treasurer, for the amount due, and when requested in writing by any officer in charge of a department may, if he deem it proper so to do, audit, and issue drafts for the payment of accounts at other times.

SECT. 6. Said auditor shall, at the close of each month, transfer the amount of all bills allowed by him, for stock furnished by the superintendent of printing for each department, from the appropriation for such department to, and to be used as a part of, the appropriation for printing.

SECT. 7. Said auditor may, with the approval of the mayor, in a writing deposited with the city treasurer, designate a subordinate of his department, who shall, for such time, not exceeding four weeks from the date of such designation, as shall be specified in the writing, perform the duties herein required of the auditor, and for his acts the auditor shall be responsible.

SECT. 8. Said auditor may be elected by the board of commissioners of sinking funds to serve as the secretary of said board, and in such case shall receive, in addition to his salary, the salary fixed for said office.

SECT. 9. Said auditor shall, immediately after the first day of every month, make to the mayor a report of the amounts of the several appropriations and of the amounts of all drafts on account of each appropriation made during the month preceding the date of such statement, and the amounts of such drafts made since the beginning of the financial year, and of the balance of such appropriation remaining subject to draft.

SECT. 10. Said auditor shall in his annual report include a statement of all the receipts and expenditures of the city for the past financial year, giving in detail the amount of each specific appropriation and the expenditures therefrom, the receipts from each source of income, the reduction, if any, of the city debt, and the change, if any, in the sinking funds; said statement shall be arranged, as far as practicable to conform to the accounts of the city treasurer and city collector, and shall be accompanied by a schedule of the property belonging to the city, and by an exhibit showing the debts due from the city, the interest thereon, and the years in which such debts will become due, and the amount of sinking fund for each debt.

CHAPTER 10.

TREASURY DEPARTMENT.

SECTION 1. The treasury department shall be under the charge of the city treasurer, who shall require from his subordinates, for the faithful performance of their respective duties, and for the safe custody of the money and other property intrusted to them, bonds to himself as obligee, with sureties satisfactory to the mayor, with penal sums, as follows: from the cashier, not less than twenty thousand dollars; from the tellers and paymasters, not less than ten thousand dollars each; shall receive receipt for and have the care and custody of, the current funds of the city from the time the same shall come into his possession, and also of all moneys, properties, and securities which may be placed in his charge by virtue of any statute or ordinance, or by virtue of any gift, devise, bequest or deposit; may deposit any portion of such current funds in such national bank or banks established in Boston, and on such conditions, and rates of interest, as he shall deem best, subject to the approval of the mayor; provided, however, that, the amount of deposit in any bank shall not exceed fifty per cent. of its paid-up capital; shall, with the mayor and city auditor, sign all bonds and certificates of indebtedness issued by the city, and shall preserve all rejected bids for loans, and all papers relating thereto.

SECT. 2. Said treasurer shall pay all drafts and all checks, and other orders directed to him from the auditing department, as provided by ordinance, for the payment of bills and demands against the city; shall on presentation pay all executions against the city, when duly certified as correct by the city solicitor, even if the appropriation to which the execution is chargeable is not sufficient; shall pay on presentation all bonds issued by the city and the interest on the same, as they or it becomes due; shall cancel all bonds and coupons, and shall daily transmit to the auditor the bonds and executions so paid, and shall on the tenth, twentieth, and last days of each month transmit to said auditor the coupons so paid, with a statement of the total amount paid for interest to each date.

SECT. 3. Said treasurer shall pay over all moneys received by him from payments on account of the principal sum secured by any bond or note, from payments on account of any betterments, all excess of income from water rates over the amount expended for carrying on the water-works, and the interest and exchange on debts, to the board of commissioners of sinking-funds.

SECT. 4. Said treasurer shall, unless the donors thereof have otherwise directed, receive all moneys, properties, and securities given, devised, or bequeathed to, or deposited with, the city for any specific purpose, give a receipt and discharge therefor in behalf of the city, and sell the same, except the real estate, and invest the proceeds in public stocks or mortgages of real estate, as a permanent fund, and shall hold the income thereof subject to expenditure for the purpose designated in the gift, devise, bequest, or deposit.

SECT. 5. Said treasurer shall use and apply, as the city council may direct, all properties, moneys, and securities in his care and custody at the close of each financial year for the payment of which no provision has been otherwise made.

SECT. 6. Said treasurer may make his payments to school instructors, school janitors, policemen, witnesses, and jurors, and to persons employed in and about the various departments and institutions of the city and of the county of Suffolk, in any of the public buildings in the different sections of the city, or upon any public works, as he may designate and as will best facilitate such payments, and prevent the loss of time by those to whom they are made.

SECT. 7. Said treasurer may be elected by the board of commissioners of sinking funds, to serve as the treasurer of said board, and in such case shall receive, in addition to his salary, the salary fixed for said office.

SECT. 8. Said treasurer shall, on or before the tenth day of each month, render to the mayor a statement of the receipts and payments of his department for the preceding month, and a summary of the like items for the current financial year up to the close of the preceding month.

CHAPTER 11.

SINKING-FUNDS DEPARTMENT.

SECTION 1. The sinking-funds department shall be under the charge of a board of commissioners of sinking-funds, consisting of six commissioners, who shall be considered to be appointed and to act under the provisions of chapter twenty-nine of the Public Statutes, and who shall have charge and control of all sinking-funds established by the city, and of all sums appropriated therefor; and there shall be, unless otherwise specially provided, a sinking-fund for each debt payable at a period exceeding ten years.

SECT. 2. Said commissioners shall receive all moneys paid to them on account of the sinking-funds, and invest the same for the benefit of the appropriate fund, and whenever the amount of any sinking-fund exceeds the entire amount of the debt for the payment of which it was established, the commissioners shall transfer the surplus above such amount to such other sinking-fund or funds as they may deem advisable.

SECT. 3. Said commissioners shall, in their annual estimates, require for every sinking-fund an appropriation sufficient, with the accumulations of the sinking-fund, to meet at maturity the debt for the payment of which it was created, and shall require for a debt payable in ten years from the time incurred, an appropriation of not less than eight per cent. of the amount of such debt, for a debt payable in twenty years from said time, an appropriation of not less than three and a half per cent. of the amount of such debt, and for a debt payable in thirty years from said time, an appropriation of not less than two per cent. of the amount of such debt; provided, however, that said commissioners shall, when other payments have been applied, or transferred to, the sinking-fund of any debt, require for that sinking-fund an appropriation less by the amount of such payments, than they would otherwise have required.

SECT. 4. Said commissioners shall, when a debt of the city becomes due, pay over and transmit to the city treasurer, so much of the funds which they may hold as a sinking-fund for such debt as may be required for the payment of such debt.

CHAPTER 12.

LAW DEPARTMENT.

SECTION 1. The law department shall be under the charge of the corporation counsel and the city solicitor jointly.

SECT. 2. The corporation counsel shall furnish legal opinions on any subject or question that may be submitted to him by the mayor, the board of aldermen, or the common council; and on any subject or question relating to the discharge of their official duties that may be submitted to him by the school committee, or by any committee of the city council, or of either branch thereof, or by any board or officer in charge of a department of the city government, or by four members of the board of aldermen, or by ten members of the common council; may at his discretion personally perform any of the duties of the city solicitor; shall audit all bills incurred by the department; shall examine into the settlement of a claim when requested so to do by the department making the settlement, and if such settlement seems to him advantageous to the city, shall approve the same.

SECT. 3. The corporation counsel shall annually prepare a compilation of the last Revised Ordinances, and of the ordinances passed subsequent to the revision, and lay it before the city council immediately upon its organization in January; also a compilation of the last Revised Regulations of the Board of Aldermen, and of the regulations passed subsequent to the revision, and lay it before the board of aldermen immediately upon its organization.

SECT. 4. The city solicitor may, subject to the direction of the mayor, institute any suit or proceeding in behalf of the city, which he shall deem the interest of the city requires; shall by himself or by his assistants appear as counsel in all suits, actions, prosecutions, or hearings which may involve the rights or interests of the city, and defend the officers of the city in suits against them for their official action, or for the performance of their official duties, when an estate, right, privilege, ordinance, act, or direction of the city is brought in question; may take such steps and incur such expenses, to be charged to the appropriation for incidental expenses, for the prosecution and defence of suits as he deems necessary: shall in

behalf of the city, and under the direction of any standing committee of the city council having charge of matters before the general court of the commonwealth, appear as counsel before the said general court, or before any committee thereof, when the interest or welfare of the city is directly or indirectly affected, and may, in the care of matters before the legislature, under the direction of the mayor, expend in any year a sum not exceeding two thousand dollars, to be charged to the appropriation for incidental expenses; shall examine or cause to be examined all titles to real property, and have the care and custody of records relating to the same; shall draft or cause to be drafted all deeds or other legal papers pertaining to real property, which by law, usage, or agreement the city may be at the expense of drafting; shall perform such other duties incident to his office as may be required by the mayor, or by the city council, or either branch thereof; and shall if the corporation counsel is absent, or unable to act, or if there is a vacancy in his office, exercise and perform the duties and powers of the corporation counsel.

SECT. 5. When the city buys or takes land, the city solicitor, if requested so to do by the grantor, shall furnish without charge the necessary deeds for the transfer of the same; when any special contract for the investigation of a title is made with a conveyancer by the city or by any department, such contract shall provide, if convenient, that not only an abstract of the title, but also a copy of the minutes upon which such abstract is based, shall be furnished to the city solicitor to be deposited in his office.

SECT. 6. When any person connected with the law department is obliged to attend to the city's business outside of the city limits, he shall be allowed his reasonable travelling expenses, for which he shall render a bill.

SECT. 7. No person connected with the law department of the city shall, except as hereinbefore provided, appear in court in any case to which the city is not a party.

CHAPTER 13.

ENGINEERING DEPARTMENT.

SECTION 1. The engineering department shall be under the charge of the city engineer, who shall be consulted on all matters relating to public improvements of every kind, where the advice of a civil engineer would be of service; shall, unless otherwise specially provided, take charge of the construction of all public works of the city which properly come under the direction of a civil engineer; shall perform all engineering services, and make all examinations and prepare all statements, plans, specifications, and contracts which any department, except the sewer department, may need in the discharge of its duties; shall, upon being notified by the superintendent of bridges, supervise all repairs on the bridges of the city used as highways, which affect the safety of the structures, and shall, when required by any officer or board in charge of a department, or by the mayor, measure the work done by contract for the city, and certify to the results of such measurement.

SECT. 2. Said engineer shall in his annual report include a report of the safety and completeness of all ponds, basins, and reservoirs under the charge of the water department and of all bridges within the city limits used as highways.

CHAPTER 14.

SURVEYING DEPARTMENT.

SECTION 1. The surveying department shall be under the charge of the city surveyor, who shall make such surveys, plans, estimates, statements, and descriptions, and take such levels as the mayor, the board of aldermen, the common council, any committee of the city council, or of either branch thereof, or any board or officer in charge of a department, except the sewer department, may need in the discharge of its duties, and shall have the custody of all surveys and plans relating to the laying out, widening, extending, and grading of streets.

CHAPTER 15.

SEWER DEPARTMENT.

SECTION 1. The sewer department shall be under the charge of the superintendent of sewers, who shall have the general supervision of all sewers under the control of the city ; shall make all necessary repairs thereon, and keep the same in proper condition ; shall, after receiving a statement from the superintendent of streets fixing the location thereof, build all such catch-basins for the public ways as the superintendent of streets may deem necessary ; and shall when building a new sewer also build all catch-basins to be connected therewith, in the location fixed therefor by the superintendent of streets ; shall clean and maintain all catch-basins of the city in the public streets connected with the public sewers ; shall have charge of the pumping-station, reservoir, and other apparatus and appliances of the improved system of sewerage, and purchase all fuel and other supplies required for the same ; shall have the care and custody of all property acquired by the city for said purposes ; shall make and deliver to the collector all bills for sewer assessments, as they become due. Said superintendent shall carry out any directions of the board of aldermen relating to matters in the control of said board concerning drains and sewers.

SECT. 2. Said superintendent shall keep a book, in which he shall record the date of every order for constructing a sewer, the name of the contractor or builder constructing it, the date of commencing and the date of completing the work, and the cost of the sewer ; also a book in which he shall certify the names of the owners of estates assessed for the construction of the sewer, the number of feet of land of each estate bordering on the street or strip of land in which the sewer was laid, the depth of each estate, the amount of each assessment, the date of completion of the sewer, and the dates when the notices of assessment were given.

SECT. 3. Said superintendent shall keep a plan for every sewer, showing its depth, breadth, mode of construction, and general direction, and shall, when about to build a new sewer, make a similar plan thereof, and shall, from time to time, ascertain and insert on said plan all entries made into the sewers.

SECT. 4. Said superintendent may, on the application in writing of any competent mechanic, grant to the applicant a permit for entering a particular drain into a public drain or sewer, and shall in the permit specify the size, material, mode of construction of the particular drain, and the direction and grade for laying it; but no permit shall be granted to any person who has, within twelve months previous to his application, violated the specifications of any such permit.

SECT. 5. Said superintendent shall, when about to build a new sewer or repair an old sewer, notify all abutters on the line of said sewer, and afford them facilities for entering the sewer.

SECT. 6. Every owner of real estate entering his particular drain into a common sewer, heretofore constructed, from land upon which no sewer assessment has been levied, shall pay to the city therefor two cents per square foot, for all land in the estate from which the entry is made, within one hundred feet of the street or strip of land in which the sewer or particular drain is laid.

CHAPTER 16.

BRIDGE DEPARTMENT.

SECTION 1. The bridge department shall be under the charge of the superintendent of bridges, who shall have the care and management of all bridges which are used as public highways and are in whole or in part under the charge of the city of Boston, except of the Harvard, West Boston, Prison-point, and Craigie bridges, and shall have charge of all repairs made on said bridges; shall, when he exposes any portion of the structures on which the strength of a bridge depends, notify the city engineer and give him an opportunity to inspect the same; shall make all repairs affecting the strength of the bridge under the supervision of said engineer; shall see that the bridges of which he has charge, and the abutments, wharves and draws connected therewith, are at all times in a safe and satisfactory condition and free from all incumbrance; that the lamps thereon are well lighted, the rails and planks in good order, and in winter, the snow and ice removed from the sidewalks, and shall appoint draw-tenders for said bridges, and see that their duties are properly performed, and may remove them for such cause as he shall deem sufficient and shall assign in his order of removal.

SECT. 2. Each draw-tender shall take charge by night and by day of the draw of which he is draw-tender; shall cause said draw to be open at all times when required for the free passage of vessels in tow and for vessels not in tow when moving with the tide, and after the vessel has passed shall cause the draw to be closed with all possible expedition, not permitting more than one vessel to pass at one opening of the draw, except that, when the draw is open and the bridge is free from persons desiring to pass, he may in his discretion permit other vessels to pass through, prior to the draw being closed, and may also, in his discretion permit a vessel to pass through the draw against the tide, when the wind is favorable, and shall perform such other duties as said superintendent may require.

SECT. 3. Each draw-tender may require from the person in charge of a vessel applying to pass through the draw under his charge a true statement of the name, extreme width and draft of the vessel. He shall determine the order in which vessels may pass through such draw, and may direct

the placing of warping lines, anchors, and cables, and the use of any warping apparatus provided by the city.

SECT. 4. Said superintendent shall, in his annual report, include a statement of the repairs and expenditures on each bridge under his charge, and the number of times each draw has been opened for the passage of vessels, and the number of vessels laden with cargo that have passed through each draw.

CHAPTER 17.

FERRY DEPARTMENT.

SECTION 1. The ferry department shall be under the charge of the board of ferry commissioners, consisting of five commissioners, who shall have the general care and management of the ferries owned by the city; shall purchase or build all ferry-boats, make necessary repairs and alteration thereon, and on the slips, drops, tanks, and buildings used for ferry purposes, and shall purchase all fuel and other supplies required for said department.

SECT. 2. Said board shall cause all moneys received by said board or its subordinates from tolls and other sources to be paid to the city collector on the day following the day of the receipt thereof, but may retain in the possession of its clerk a sum not exceeding one thousand dollars for making change and for other purposes.

SECT. 3. Said board shall include in its annual report a statement of the condition of each ferry-boat, slip, drop, tank and building, used for ferry purposes, and of the repairs and expenditures on each, and of the number of persons and teams of different classes that have passed over each ferry during the year.

CHAPTER 18.

STREET DEPARTMENT.

SECTION 1. The street department shall be under the charge of the superintendent of streets, who shall place and maintain in conspicuous places, to be selected by him, on the streets, the names of the several streets of the city, and of the ward in which each street is situated, as shown by the records of the city clerk; shall require the number of each building on a street, which he shall be required by the board of aldermen to number, to be affixed to or inscribed on the building, and may determine the form, size, and material of any such number, and the place and mode of affixing or inscribing it; shall keep the streets in proper condition for travel, and cause all necessary repairs to be made thereon; shall construct and keep in repair all sidewalks and other parts and appurtenances of the street, including sidewalks relinquished by the abutters and accepted by the board of aldermen; shall furnish a statement of the locations which he deems necessary for catch-basins in the public streets to the superintendent of sewers; shall receive and examine all applications for permits to move buildings through the streets, report thereon to the board of aldermen, and, when authorized by said board, issue permits therefor to building-movers actually engaged in such business; shall see that all the statutes, ordinances, and regulations relating to the care and use of streets are fully observed; shall attend at his office a portion of each day; shall keep in his records the names of all persons who have furnished materials, the names of all workmen who have been employed, and the amount paid to each; and shall make to the mayor in the months of February, May, August, and November, a report of the work done on each street, or locality, and of all contracts for supplies or materials made since the last previous report. Said superintendent shall carry out any direction of the board of aldermen relating to matters in its control concerning streets.

SECT. 2. Said superintendent shall, when about to construct a new street, at least four weeks before beginning work, and when about to make a new surface of any street, at least two weeks before beginning work, notify the superintendent of sewers and the superintendent of lamps and the water board, and all persons having the

right to lay pipes or wires in such street; and if said departments or persons have any work to be done in the street so designated, he or it shall consult and arrange with the superintendent of streets, who shall fix a time in which to do all such work, in order that it may be done before the surface of such street is again prepared for, and opened to, public travel; and after the completion of the work then done on such street, no department or person who shall have been so notified, shall for the space of six months, again disturb the surface of such street or way, within the area of such previous disturbance, except in case of obvious necessity, to be certified in writing to, and approved by, the mayor, and except in cases of breaks or leaks, in water or gas pipes, or sewers.

SECT. 3. Said superintendent, on application signed by any person having authority in the premises, setting forth fully the purposes and objects for which he desires to open, occupy, obstruct, or use any part of a street, may issue a permit therefor, which shall specify the time, place, size, and use of such opening, occupation, or obstruction, and the time within which the street must be put in good condition, and shall be on a condition, the terms of which shall be those stated in chap. 3, sect. 21 of this ordinance, and, in addition, that the person accepting the permit shall place and maintain from the beginning of twilight, through the whole of every night, over or near the place so occupied, opened, obstructed, or used, and over or near any dirt, gravel, or other material taken therefrom, or to be used by him, a light, or lights sufficient to protect travellers from injury; shall place and maintain a safe and convenient way for the use of foot-travellers, around or over such place; and that if he does not within the time prescribed by said superintendent, put the street into good condition, satisfactory to said superintendent, he will pay whatever sum the said superintendent shall expend for putting it into such condition. Said superintendent may, in addition to said specifications, specify in the permit, or after the issuing thereof, in writing, the kind of rail or fence to enclose the place, and the kind of way over or around such place, and the manner of constructing the same.

SECT. 4. If the person applies for such permit for the purpose of entering a particular drain into a public drain or sewer, said superintendent of streets shall also insert in any permit he issues to such person the specifications in the permit granted by the superintendent of sewers for making such entry.

SECT. 5. Said superintendent shall issue such permit to any applicant who presents a permit from the sewer department to enter a particular drain into a public drain or sewer, to a person who presents a permit from the water department to repair or lay water-pipes, and to a person who pre-

sents a permit from the superintendent of lamps to connect with the lamps or pipes of the city.

SECT. 6. Said superintendent shall, when authorized thereto by a vote of the board of aldermen, issue permits to open and occupy portions of the public streets, for the purposes of laying, maintaining, and using wires and conduits for wires under the surface thereof, on a condition, the terms of which shall be those stated in sect. 3 of this chapter and in addition, that the person applying for the permit shall furnish in his conduits accommodations for all wires belonging to or to be used by the city free of charge, whenever requested so to do by the mayor; that he shall remove the conduits and wires whenever directed, and not until directed, so to do by the city council; that he shall not disturb or interfere with any wires, pipes, or sewers lawfully laid in such street or connected therewith.

SECT. 7. Said superintendent shall, when authorized thereto by an order of the board of aldermen, issue permits to persons to open and occupy portions of the streets, for the purpose of placing and maintaining poles therein, for the support of wires, on a condition, the terms of which shall be those hereinbefore stated in sect. 3 of this chapter, and in addition that the person applying for the permit shall keep said poles well painted, and in good condition, to the satisfaction of the superintendent of streets; that he shall place the wires on said poles not less than twenty-five feet from the ground; that he shall keep the name of the person owning the pole distinctly painted on the cross-bars used and occupied by him on the pole; that he shall allow the departments of this city the exclusive use of the upper cross-bar and top of each pole, free of all charge, for the purpose of placing wires thereon; that he shall not suffer or permit any other person to place or keep wires on said poles or upon the fixtures thereto affixed, without permission being first obtained in writing from the board of aldermen; that he shall not remove any pole erected under this order until, and shall remove any pole when, directed by the board of aldermen so to do; that on the violation of any term of this condition the said superintendent shall remove the poles at the expense of the person owning them.

SECT. 8. Said superintendent shall, when authorized thereto by a vote of the board of aldermen, issue permits for placing, maintaining, and using coal holes, vaults and coal-slides under sidewalks, and covers thereto, and shall insert in the permit the specifications stated in section 3 of this chapter, and in addition that the outer wall next to the roadway shall be formed of heavy granite of not less than two and a half feet in thickness, laid with good cement;

the sides shall be at least one foot thick, composed of good, hard bricks or granite blocks laid in cement mortar; the top shall be formed either by a brick arch or arches, turned in a good and sufficient manner, or by rough hammered granite, or by blue-stone, or North-river flagstone, at least six inches thick, or by iron and glass, or by rough-surfaced iron; that the coal hole or vault shall not exceed eleven feet in depth, measuring from the top of the sidewalk; that the coal-slide under a sidewalk shall be constructed with at least eight-inch brick walls, laid in good cement mortar; that the opening of the coal hole or vault or coal-slide shall not exceed eighteen inches in diameter; that the opening shall be covered with a substantial iron cover, made with a rough upper surface, and with three or more iron rods or legs at least two feet in length, fitting closely to the side of the opening, and projecting downwards from the under side of the cover, and so constructed that while the cover can be lifted perpendicularly, it cannot be tipped or easily removed from the opening.

SECT. 9. Said superintendent shall, when authorized thereto by a vote of the board of aldermen, issue permits to occupy and use certain portions of the streets, to raise and lower goods and merchandise into and from buildings on a condition the terms of which shall be those stated in chap. 3, sect. 21, of this ordinance, and, in addition, that the person accepting the permit shall maintain, during the whole time the work is in progress, good and sufficient barriers across the sidewalk, from the wall of the building to or from which they are so raised, out to the curbstone or edge of the sidewalk, on each side of said goods or merchandise, sufficient to protect travellers from injury or danger; and that he will not encumber the sidewalk for more than fifteen minutes at a time for such work.

SECT. 10. Before any permit hereinbefore described is delivered to any person for the applicant therefor, such person shall, unless an employee of the city employed on public work, have certified that a copy of the permit entered in a book kept for the purpose is a correct copy of the permit he receives, and the applicant shall have given a bond, in the case of permits under section 1 of this chapter, of three thousand dollars, under sections 3, 8, and 9 of this chapter, of five thousand dollars, and under sections 6 and 7 of this chapter of twenty thousand dollars; each bond, with one or more sureties satisfactory to said superintendent, conditioned to the faithful observance of the condition and specifications of every and all permits issued, on his application, by the superintendent of streets of the city of Boston; and said superintendent of streets may at any time require a new bond, which shall be considered a strengthening bond, unless the sureties on the former bond

or bonds are expressly released from their liability by vote of the city council.

SECT. 11. Said superintendent shall not issue any such permit to any person who has within twelve months previous to his application violated or failed to observe the condition or specifications of any such permit or bond; but the issuing of such permits, and the opening, occupation, obstruction, and use of portions of streets, and the making and maintaining of coal-holes, vaults, and other permanent excavations under the surface of streets, and their covers, shall be subject to the permission, control, regulation, and restriction of the board of aldermen.

SECT. 12. Every person who hereafter maintains any cellar, vault, coal hole, pipe, conduit, or other excavation or structure under a street, shall do so only on condition that such maintenance shall be considered as binding him to keep the same and the covers thereof in good repair and condition at all times during his ownership, and to indemnify and save harmless the city against any and all damages, costs, and expenses which it may sustain or be required to pay by reason of such excavation or structure being in the street, or being out of repair during his ownership, or by reason of any cover of the same being out of repair or unfastened during his ownership.

SECT. 13. Every entrance on a level with, or below, and every flight of steps descending immediately from, or near, the line of a street, and which is not otherwise safely and securely guarded, to the satisfaction of said superintendent, shall be enclosed with a permanent iron railing on each side, at least three feet high from the top of the sidewalk or pavement, and be provided with a gate opening inwardly, or two iron chains across the entrance-way, one near the top, and the other halfway from the ground to the top of the railing; such gate and chains shall, unless the steps or entrance are sufficiently lighted to prevent accidents, be kept closed during the night.

SECT. 14. Every person in the employ of the city shall send to the said superintendent notice of any defect in any street which may come to his notice, and said superintendent shall make a record of the same, with the name of the person making the report, and the time when the report was made, in a book kept for that purpose; and he shall without delay cause the locality of the alleged defect to be examined, and if the defect is of such a character as to endanger the safety of public travel, shall do whatever may be necessary to protect the public from injury by the defect, and cause it to be immediately repaired.

CHAPTER 19.

DEPARTMENT OF SANITARY POLICE,

SECTION 1. The department of sanitary police shall be under the charge of the superintendent of sanitary police, who shall have the care and maintenance of the city teams and the city stables; shall keep the streets in a clean and wholesome condition; shall remove all ashes, house dirt, house offal, and noxious refuse substances from yards and areas, when so placed as to be easily removed, and shall, when requested by the board of health, render to said board in the discharge of its duties all the assistance that can be given by himself or his department.

CHAPTER 20.

LAMP DEPARTMENT.

SECTION 1. The lamp department shall be under the charge of the superintendent of lamps, who shall set up and affix lamps in the streets and other places, as the board of aldermen may direct; shall have charge of all such lamps established by the board of aldermen and maintained at the expense of the city; and of all lamp-posts, pipes, or fixtures connected with such lamps; shall have the care and custody of all city property now in the possession of the lamp department, or that shall hereafter be acquired by it, and shall maintain and keep the same in good repair; shall see that the streets and other places are lighted by such methods of lighting as the board of aldermen may from time to time order, and that the lamps in the streets and other places are lighted and extinguished as ordered by the board of aldermen, and shall purchase all the supplies required for his department.

CHAPTER 21.

WATER-SUPPLY DEPARTMENT.

SECTION 1. The water-supply department shall be under the charge of the Boston Water Board, consisting of three members, who shall have the care and control of all ponds, streams, waters, basins, reservoirs, aqueducts, pumping-stations, pumps, and other property acquired or held by the city for the purpose of obtaining or furnishing a supply of pure water for the use of its inhabitants; shall maintain the same in good order and condition; shall use and operate the same, and furnish all fuel and other supplies required therefor; shall take all measures necessary to protect and preserve the purity of all waters; shall purchase, lay and maintain all pipes, conduits, and other fixtures, and appliances necessary for obtaining or supplying water for the inhabitants of the city; shall furnish, test, and attach all meters when requested by the water registrar so to do; shall repair all such meters when notified by said registrar that they are imperfect; shall as soon as practicable after the first day of every month, make a report to the mayor of all tests of water-meters made during the preceding month, and shall see that all statutes, ordinances, and regulations relative to the above matters are fully observed.

SECT. 2. Said board shall record in a book kept for the purpose, a statement of the style, size, number of each meter, date when purchased, location, date when set, reading at such date; date when taken out, the reason therefor, the reading at such date, a detailed statement of test and percentage of error shown, and the reading and date when reset; also a description of all defects and repairs of such meters.

SECT. 3. Said board shall from time to time determine and establish the tariffs for the use of water; but all yearly rates shall be due in advance on the first day of January of each year, and shall be paid within sixty days thereafter; all rates for fractional parts of a year, or for specific supplies, shall be due when the water is let on or delivered, and shall be paid within ten days thereafter; all rates for water furnished and measured by meter shall never be less than fifteen dollars per year, shall be due on the first days of January, April, July, and October, and shall be paid within ten days thereafter.

CHAPTER 22.

WATER-INCOME DEPARTMENT.

SECTION 1. The water-income department shall be under the charge of the water registrar, who shall assess the rates and make contracts for the use of water according to such tariffs as may be established by the Boston Water Board ; shall see that all water-meters in use measure accurately ; and immediately notify the Boston Water Board of any failure so to do, shall make and send to the collector all bills for the use of water, and lists of such bills ; shall make abatements of charges for water when improperly assessed ; shall receive all applications for service and other pipes for supplying water to the premises of water-takers, and transmit the same to the Boston Water Board ; shall, as often at least as once in each year, cause the premises of every person who takes water to be visited, and the water-fixtures therein to be examined, by a skilled inspector ; shall shut the water off from, and let it on to, any particular service when notified by the city collector that the water rate therefor has not, or has, been paid, and at such other times as he deems it necessary ; shall exercise a constant supervision over the use of water, and see that all statutes, ordinances, and regulations relative to the above matters are strictly observed.

SECT. 2. Said registrar, when he is of the opinion that a person is using more than one hundred thousand gallons of water yearly, in any estate other than in a building used as a dwelling-house containing three tenements or less, may, and on the request of any owner or lessee of any such estate on which more than said quantity of water is used, and on the payment to said registrar of the expense thereof, shall request the Boston Water Board to attach and maintain a sufficient water-meter, to the main service-pipe for such estate, by which all water furnished to such estate shall be measured and paid for.

SECT. 3. Said registrar shall, when two or more dwelling-houses are valued together for the assessment of taxes, make separate valuations of each, and shall, when a portion only of an estate is chargeable for the water, make a separate valuation of such portion, and on such valuations, the water-rates, if based on values, shall be assessed.

SECT. 4. Whenever the water has been shut off from any

premises because the water-rate has not been paid and there is a change in the occupant of said premises, said registrar may let the water on again without waiting for the payment of the amount due from a former occupant who has left. In case of contracts for specific supplies he shall shut the water off as soon as the contract has been carried out; the foregoing provisions shall apply when two or more parties take water from the same service-pipe, although one or more may have paid the amount due from him or them.

SECT. 5. The following regulations shall be printed on every bill for a water-rate, and shall be considered as a part of the contract with every person who takes water furnished by the city : —

Regulations.

1. The person taking the water shall, at his own expense, keep the service-pipes within his premises, including any pipe beneath the sidewalk, in good order and repair, and protected from frost; shall not allow the water to leak away or run to waste; shall not, unless he pays the special rate established therefor, or takes water by meter, use water from a hose, and shall not use water from a hose in any case, except during such days and hours and in such manner as the Boston Water Board may from time to time order; shall not make any change in the pipes or water-fixtures under the street, or within his premises, unless such change is approved by the water-registrar; shall not conceal the purpose for which the water is used; shall allow the water-registrar and persons authorized by him, to enter the premises supplied with water, for the purpose of examining the fixtures, ascertaining the quantity of water used, the manner of use, and whether there is unnecessary waste.

2. The person taking water shall not demand or recover any abatement, compensation, or damages, on account of the shutting off, or the limitation of the use of, the water for any cause.

3. The person taking water by meter shall pay at least fifteen dollars per annum for the water so supplied and when a meter by which his water is supplied and measured gets out of order and fails to register, shall pay at the rate of the average daily consumption shown by the meter when in order, and shall pay as part of his water-rate the expense of repairs made on his private meters by the city.

4. If one or more persons taking water through the same pipe shall violate any of these regulations, the water may be shut off from the building or place wherein the water is taken, until such sum, not exceeding ten dollars, as the

city collector may require, is paid to said collector, and the person so violating shall also indemnify the city for all damages it may sustain, or be required to pay, in consequence of any injury resulting from his violation.

SECT. 6. The water-rates of the Mystic supply shall be payable at the branch office of the registrar, in the Charles-town district.

SECT. 7. Said registrar shall keep suitable books, in which shall be entered the names of all persons who take water, the kind of building in which it is taken, the name of the street and the number thereon, the nature of the use, the number of taps, and the rate assessed.

SECT. 8. Said registrar shall, in his annual report, include a statement of the number of water-takers and the purposes for which the water is taken, the number and kind of meters applied during the previous municipal year, the number and kind of meters in use, the number of cases where the water has been shut off, and the number and amount of abatements which have been made during the preceding municipal year.

CHAPTER 23.

PARK DEPARTMENT.

SECTION 1. The park department shall be under the charge of the board of park commissioners, consisting of three commissioners, who shall improve, govern, and regulate the Arnold Arboretum, Franklin park, Back Bay fens, Riverdale park, Wood Island park, Marine Park, and Charles river embankment; shall make rules for the use and government thereof, and for breach of such rules, and fix penalties, not exceeding twenty dollars for one offence, to be imposed by any court of competent jurisdiction; appoint all necessary engineers, surveyors, clerks, and other officers, including a police force to act in such park; define the powers and duties of such officers, and fix the amount of their compensation; and generally do all needful acts for the proper execution of the powers and duties above mentioned.

CHAPTER 24.

FIRE DEPARTMENT.

SECTION 1. The fire department shall be under the charge of the board of fire commissioners, consisting of three commissioners, who shall have charge of the extinguishing of fires and the protection of life and property in case of fire; and shall furnish and keep in repair all apparatus necessary therefor; shall divide the city into fire districts, and shall establish a fire patrol.

SECT. 2. Said board shall, on application of any person desiring to carry on any business, the exercise of which is liable to cause fire, examine the premises where it is proposed to carry on such business, and make a full report thereon to the board of aldermen, and when authorized by a vote of said board of aldermen issue a license therefor. Said board shall maintain a supervision over such business and shall immediately so report to the board of aldermen when it deems that such license should be revoked.

SECT. 3. Said board shall cause all places where shavings, or other combustible materials, or explosive compounds, or detonators, or other articles, goods or merchandise liable to cause fire, are placed or kept, to be examined, and when said board deems that said materials or other articles, goods or merchandise are so placed or kept as to be liable to cause fire, it shall order the tenant or occupant of the place where they are so placed or kept to remove them, and if such tenant or occupant neglects or refuses so to do, said board shall cause the same to be removed at his expense.

SECT. 4. Said board shall furnish to every person who has served in the said department for seven successive years a certificate of that fact signed by the mayor.

SECT. 5. Said board shall make to the mayor a monthly report of the location and of the number of fires that have occurred in the preceding month, the causes of the fires and the amount of property destroyed thereby, and shall in its annual report include a brief summary of such matters.

CHAPTER 25.

HEALTH DEPARTMENT.

SECTION 1. The health department shall be under the charge of the board of health, consisting of three commissioners, who shall have and exercise all the powers of the city council and of the board of aldermen relative to the public health ; shall have charge of all matters relating to quarantine ; shall have charge of the quarantine-grounds, and of all matters relating thereto, which grounds shall consist of Gallop's Island, and of that portion of the harbor known as the President Roads, between Long, Deer, and Spectacle islands ; shall have charge of all hospitals established by the city council for the admission of persons having the small-pox or other infectious diseases, and of the patients in such hospitals ; shall establish and maintain bath-houses ; shall authorize the occupancy or use of stables ; shall have the care and custody of all the burial-grounds owned by the city, except Mount Hope cemetery, and shall keep the same in good repair, secure from trespassers, and prevent any nuisance therein ; may sell and convey sole and exclusive rights of burial, of erecting tombs, cenotaphs, and other monuments in any lot or lots which the city may own in any burying-ground which may be in charge of said board, and shall have the supervision of the burial of the dead. Said board shall see that all statutes, ordinances, and regulations relating to the above matters are strictly observed.

SECT. 2. Said board shall require that the physician to the board, shall without charge therefor, other than the salary paid him by the city as such physician, attend upon all cases requiring medical or surgical services in the jail, the city prison under the court-house, and the city temporary home ; when requested by the board of police, examine all candidates for appointment on the police force, and the condition of all members of the police force absent from duty on account of disability ; when requested, by any committee of the city council, examine the condition of persons who have sustained injuries by reason of accidents for which the city may be liable ; when requested by the city registrar report to him the causes of death of all persons who die without any physician in attendance ; vaccinate and revaccinate all inhabitants of the city who desire such vaccination ; give cer-

tificates of vaccination to children who have been vaccinated and require certificates thereof for admission to the public schools ; have on hand, as far as practicable, a sufficient quantity of vaccine virus, and supply the same to the physicians of the city institutions and of the Boston Dispensary.

SECT. 3. The physician and assistant physician at the quarantine-grounds shall reside at Deer island, and may, if the board of health and the commissioners of public institutions so agree, be assistant physicians for all the institutions on Deer island, and in the absence of the physician in charge of said institutions, perform his duties.

SECT. 4. Said board shall keep books in which shall be entered all applications for opening and cleaning vaults, and such applications shall, unless the whole contents of the vault are to be taken, specify the number of loads to be removed ; said board shall from time to time, after advertising for proposals therefor, make contracts for terms not exceeding three years for cleaning all vaults in the city, and removing the contents thereof, and shall fix the price per load to be paid, together with all expense of preparing the vault for cleaning, by every party whose vault is cleaned by such contractor.

SECT. 5. The annual report of said board shall include a review of the sanitary condition of the city, and reports made to the board covering the same period, from the physician to the board, and the physician at quarantine.

CHAPTER 26.

REGISTRY DEPARTMENT.

SECTION 1. The registry department shall be under the charge of the city registrar, who shall receive, or obtain, record, and index all facts relating to, and perform all duties required of city clerks concerning, births, deaths, and marriages in the city of Boston, and shall have the custody of all records, books, and papers belonging to the city, relating to births, deaths, and marriages.

SECT. 2. The city registrar shall, in his annual report, include a statement of the number of births, of notices of intention of marriage, of marriages solemnized, and of deaths recorded during the previous year.

CHAPTER 27.

HOSPITAL DEPARTMENT.

SECTION 1. The hospital department shall be under the charge of the trustees of the city hospital, consisting of five trustees, who shall have charge of the city hospital and of the care and maintenance thereof; shall purchase all fuel and other supplies required therefor; shall make all needful improvements in the lands and grounds connected with the city hospital, but shall not make any change in the occupancy of the buildings in their charge; shall have charge of all real estate held for purposes connected with the city hospital, and pay or cause to be paid to the city collector the incomes thereof.

SECT. 2. Said trustees shall admit to the city hospital only sick or injured persons requiring temporary relief, unless for good cause; and shall remove all sick or injured persons as soon as their condition will permit of such removal; they may allow persons making compensation therefor separate apartments, and special accommodations, and the compensation so received shall be paid over to the city collector.

SECT. 3. Said trustees shall, in their annual report, include a statement of the condition of the hospital, of the number of its inmates, of the admissions thereto and discharges therefrom, and the births and deaths therein during the year.

CHAPTER 28.

MARKET DEPARTMENT.

SECTION 1. The market department shall be under the charge of the superintendent of markets, who shall have the care and superintendence of Faneuil Hall market, and of the market limits; shall preserve order therein; shall execute and carry into effect all statutes, ordinances, regulations, and orders relative thereto; shall see that no vehicle is so placed abreast of, or near to, any other vehicle within the market limits, as to obstruct the free passage of other vehicles; shall keep open and unobstructed for the passage of vehicles, at all hours of every market day, after eight o'clock in the morning, and before four o'clock in the afternoon that part of South Market street within the market limits, to the width of thirty-five feet from the outside limits of the southerly sidewalk of said street.

SECT. 2. Faneuil Hall market shall be considered to include the lower floor, porches, and cellars of the buildings called, respectively, Faneuil Hall and Quincy Hall; the market limits shall be considered to include Faneuil Hall market, as hereinbefore defined, and the following described portions of the adjacent streets, namely: so much of Commercial street as lies westerly of the sidewalk on the easterly side thereof, between the outer lines of the sidewalks on the northerly side of North Market street and the southerly side of South Market street, extending westerly; all of North and South Market streets, except the northerly sidewalk of the former and the southerly sidewalk of the latter; that portion of Merchants row included between the aforesaid northerly and southerly sidewalks, extending westerly across said Merchants row; and all of Faneuil Hall square, except the sidewalks on the northerly, southerly, and westerly sides thereof; the above-described limits being shown on a plan made by N. Henry Crafts, city engineer, dated March 12, 1876, and on file in the office of the city surveyor of the city of Boston.

SECT. 3. Said superintendent shall, on the expiration of any term of the leases of the several stalls and cellars in Faneuil Hall market, lease them for another term of five years, from the first day of April of the year the term of the leases

expires, at rents not less than those which shall be established by vote of the city council within three months before the beginning of each term; shall, after the establishment of such rents, notify the tenants then occupying said stalls and cellars of the rents so established; shall give a new lease at such rents to those of said tenants as in writing notify him that they desire to retain at such rents their respective holdings; and shall lease for the remainder of any existing term, all stalls and cellars which become vacant, or the leases of which shall be cancelled during such term, to suitable persons, at not less than the established rents; all leases shall be approved by the mayor.

SECT. 4. Said leases shall be granted on the following conditions, which shall be inserted in every lease:—

1. The lessee shall comply with the ordinances of the city, and with all regulations and orders of the board of aldermen relating to Faneuil Hall market, and the market limits as defined by ordinance.

2. The lessee shall, at his own expense, keep the demised premises in good repair and condition.

3. The lessee shall not place, or suffer to be placed, any article, in any passageway of said market, or within the demised premises so as to project into any such passageway, unless with the consent of the said superintendent or one of his deputies.

4. The lessee shall not smoke, or have in his possession any lighted pipe or cigar, within any market house in the market limits; nor suffer or allow any of his employees to smoke upon the demised premises.

5. The lessee shall not, without the approval of the superintendent in writing previously obtained, underlet, or assign, or suffer any other person to occupy the demised premises; nor shall he, without such approval, carry on any business therein other than that for which the premises are leased.

6. The lessee shall not throw, or permit to be thrown into any part of the market limits, or permit to remain within the demised premises, any filth, animal substance, scrapings, or any kind of dirt, filth, or useless matter, but shall keep and remove the same as the superintendent or either of his deputies, shall direct.

7. The lessee shall make quarterly payments of the rent to the city collector, on or before the first days of July, October, January, and April of each year.

8. The lessee shall pay all water-rates.

9. The lessee shall not continue to employ any person

within the market limits after such person shall have been objected to by said superintendent.

10. The lessee shall not become bankrupt, or insolvent, or allow the demised premises to remain unused for a longer period than fifteen days.

11. The lessee shall not interfere with or impede the said superintendent when entering the demised premises to view, or to make repairs or improvements.

12. Faneuil Hall market and the demised premises on all week days, except legal holidays, shall be opened at sunrise, but never earlier than 5.30 o'clock, nor later than 7 o'clock, in the morning, and be kept open until 5 o'clock in the afternoon, provided, however, that on the day of the observance of Memorial day, Independence day, and Labor day, when Monday or Saturday, and on the day of the observance of the battle of Bunker Hill, they shall be opened as above, and be kept open until 9 o'clock in the morning, and that on all other Saturdays they shall be opened as above and be kept open until 9 o'clock in the evening, or shall be opened and closed at such other hours as the board of aldermen may from time to time order.

13. The lessee shall quit and deliver up the demised premises peaceably and quietly at the end of said term, in as good order and condition as the same are at the beginning of the term, or may be put into during the lease.

The lessee shall also agree that on the violation of either of the foregoing conditions the said superintendent may, without any notice, enter upon the demised premises, and expel the lessee or his assigns, forcibly if necessary.

SECT. 5. Said superintendent or either of his deputies may direct any and all persons within said market limits, with their merchandise, vehicles, and animals, to move from place to place, within said market limits, and may assign stands within said limits for the sale of provisions and other articles, and may at the expense of the owners thereof, and of the person in whose charge it is, remove from one place or stand to another within said limits any merchandise, vehicle, or animal, not immediately so removed on the direction of said superintendent or either of his deputies; if there is no person in charge thereof to receive such direction the said superintendent or deputy may remove the same to a stable, at the expense of such owner, and the expense of keeping the same in such stable shall be paid by the owner.

SECT. 6. The said superintendent shall take and forthwith destroy any article of food in the possession of any person within the market limits for the purpose of sale, which in his opinion is diseased, unwholesome, or tainted.

CHAPTER 29.

ARCHITECT DEPARTMENT.

SECTION 1. The architect department shall be under the charge of the city architect, who shall be consulted on all important matters, relative to public improvements of every kind, where the advice of an architect would be of service; shall prepare all such plans, specifications, and estimates which shall be needed by any department in the performance of its duties, and can properly be required of an architect; shall, whenever any building of the city is to be built or altered for any department, prepare the plans, specifications, and estimates therefor; shall, after said plans have been approved by the department for which it is to be built or altered, issue proposals for contracts for the work to be done; shall make all contracts required therefor; shall carefully inspect all such work while in progress, and approve to the department for which the building is erected all bills for work done thereon, and if the building is not erected for any department, shall approve such bills to the city auditor.

CHAPTER 30.

PRINTING DEPARTMENT.

SECTION 1. The printing department shall be under the charge of the superintendent of printing, who shall have charge of the printing of all documents for the city council, or either branch thereof, or any committee thereof, or for any department of the city government not specially exempt by law; but such authority shall not extend to the publication of the proceedings of either branch of the city council in any newspaper, or to advertisements made by any department in any newspaper; shall supply all stationery and binding needed in the various departments, except the public library, and shall, on the twentieth day of each month, send to the city auditor a detailed bill of the stock used by each department during the preceding month, which bill shall be approved by the officer in charge of the department. He shall not supply any writing-inks, except those of standard quality, as shown by comparison of the inks used in making the permanent records of the several departments.

SECT. 2. Said superintendent shall keep proper books of account, and when satisfied of the legality of any requisition for printing, stationery, or binding, shall at once comply with it, and make proper entries on his books; he shall require suitable evidence that the work done or goods furnished are accepted by the officer issuing the requisition.

SECT. 3. The term "printing" in this chapter shall be construed to mean all engraving, stereotyping, electrotyping, lithographing, photographing, and other methods of work used in illustrating books, so far as the same are to be applied to any documents printed for or by the city government or any of its departments. The terms "binding" and "stationery" shall also be given the fullest meaning.

SECT. 4. The said superintendent shall, in his annual report, include a statement of the amount and cost of the printing, binding, stock, and stationery done for or supplied to each department of the city government; and generally of all matters transacted under his superintendence, including as full a statement and comparison as may be practicable of the kinds of writing-paper and writing-ink used in making and keeping the permanent record-books in the several departments and county offices.

CHAPTER 31.

LIBRARY DEPARTMENT.

SECTION 1. The library department shall be under the charge of the board of trustees of the public library of the city of Boston, consisting of five trustees who shall adopt such measures as shall extend the benefits of the institution as widely as possible; shall from time to time establish branch libraries and delivery stations in different sections of the city; and shall annually appoint an examining committee, of not less than five persons, not members of said board, who, together with one of said board as chairman, shall examine said library and make to said board a report of its condition.

SECT. 2. Said board shall, in its annual report, include a statement of the condition of said library, the number of books that have been added thereto during the year, the reports of the committee for the examination of said library and the total amount of money received from fines and sales.

CHAPTER 32.

DEPARTMENT OF ANCIENT RECORDS.

SECTION 1. The department of ancient records shall be under the charge of the board of record commissioners, consisting of two commissioners, who shall complete, so far as practicable, the records of births, marriages, and deaths prior to the year 1849 in the town and city of Boston, and in the cities and towns now constituting a portion of the city of Boston; shall receive and collect for the city, documents relating thereto, shall make copies of all such documents as it may deem advisable, and shall deposit all documents, records, and copies, so collected or made, in the office of the city registrar.

SECT. 2. The expense of obtaining documents, of making copies, and of preparing and indexing all volumes of reports made by said board, shall be paid from its appropriation, on the approval of the chairman of the board, and the expense of all printing, binding, and stereotyping of such volumes as the board may deem necessary, shall be paid on said approval from the appropriation for printing; fifteen hundred copies of each report of said board shall be bound, and distributed by said board; but no copy shall be sold.

CHAPTER 33.

DEPARTMENT OF PUBLIC BUILDINGS.

SECTION 1. The department of public buildings shall be under the charge of the superintendent of public buildings, who shall, except as otherwise provided, have the supervision of all the buildings belonging to the city, and of all buildings or parts of buildings hired by the city, whether used for city or county purposes; shall provide therein all necessary furniture, and keep the same in good condition; shall furnish all supplies, except such as the superintendent of printing furnishes; shall have the care and custody of the flags belonging to Faneuil Hall, the Old State House, and City Hall, Charlestown; shall have the care and control of the steam apparatus in the city hall; shall determine the use and have the care and custody of the ward-rooms; shall have the supervision of all repairs upon all buildings and parts of buildings used by the city or county, and shall call upon the city architect for such plans as he may deem necessary in making such repairs; shall have charge of all city property in the armories provided by the city for the militia, and report to the board of aldermen whenever repairs are needed thereon; shall have the care, custody, and management of Faneuil Hall, subject, however, to the orders of the board of aldermen as to its occupancy and uses.

SECT. 2. Said superintendent shall annually purchase all the fuel required for the use of the city during the current financial year, except fuel for the school-houses and other buildings under the charge of the school committee, the hospital, ferry, water-supply, and public institutions departments, and the department in charge of the improved sewerage system.

SECT. 3. Said superintendent shall perform any appropriate duties devolved upon him by a vote of the board of aldermen or school committee, provided that the same do not interfere or conflict with the duties imposed by this ordinance.

SECT. 4. Said superintendent shall, in his annual report, include a statement of the kind and amount of city property in the armories; of all buildings belonging to or used by the city, and of the land and appurtenances thereof; of the condition of such building and land, and the nature and amount of the expenditures that have been made during the preceding year relative thereto.

CHAPTER 34.

DEPARTMENT OF PUBLIC INSTITUTIONS.

SECTION 1. The department of public institutions shall be under the charge of the board of commissioners of public institutions, consisting of three commissioners, who shall have the care and control of Deer island, Rainsford island, Long island, the house of correction at South Boston, the house of industry, and the house for the employment and reformation of juvenile offenders (known as the house of reformation), at Deer island, the Boston lunatic hospital at South Boston and West Roxbury, the home for the poor at Long and Rainsford islands, the almshouse at Charlestown, the home for neglected children at Roxbury, and all the books, papers, and property pertaining to the said institutions; and make all needful rules and regulations for the government and management of the same, and of the inmates thereof.

SECT. 2. The house for the employment and reformation of juvenile offenders, known as the house of reformation, is hereby assigned and provided as a suitable place to which children convicted of being habitual truants, and children between seven and fifteen years of age, found convicted of wandering about the streets and public places of the city, having no lawful occupation or business, not attending school, and growing up in ignorance, shall be committed for confinement, discipline, and instruction.

SECT. 3. Said board shall, in its annual report, include a statement of the expenditures and receipts of each institution for the preceding municipal year, giving the condition of each, with the number of inmates admitted thereto, and discharged therefrom, the births and deaths therein, and the number of persons remaining in the same.

CHAPTER 35.

DEPARTMENT FOR THE RELIEF OF THE POOR.

SECTION 1. The department for the relief of the poor shall be under the charge of the overseers of the poor in the city of Boston, consisting of twelve overseers, who shall have charge of the charity building and temporary home on Chardon street, and may make and enforce all such rules and regulations as they may deem expedient in relation thereto; shall, from time to time, determine what societies shall be permitted to occupy said building, and on what terms and for what length of time, and what proportion of the current expenses of managing, heating, and lighting the same, and of all other expenses, except rent, shall be paid by each; but no such rule or regulations shall be in force, and no society permitted to occupy the building, after the city council has otherwise ordered.

SECT. 2. Said overseers shall cause to be kept a complete set of books, wherein shall be stated in detail the mode in which all funds in their hands are invested and how they are secured, the amounts and dates of all receipts and expenditures, and to whom and from what funds all payments are made; and they shall preserve all papers, property, evidences of property, vouchers, and other things intrusted to or deposited with them.

SECT. 3. Said overseers shall cause to be kept another set of books, wherein shall be stated the following facts relative to every person to whom relief or assistance has been given or refused; namely, his or her name; residence for as long a period as can conveniently be ascertained; birth-place; occupation; property or means of support; whether married or single; name of husband or wife, if any; number, names, residences, and occupations of children, if any; names and residences of, and other information in regard to, ancestors, so far as such facts can be conveniently ascertained and may be of importance for determining settlements or other matters; the nature and the amount of the relief or assistance given, and the cause or ground upon which it was given or refused; the source or fund from which it was taken or derived; and all other particulars or information which it is for the public interest to preserve, so that said books may present, in a clear, complete, and detailed manner, and in

such a form that it shall be readily accessible, all information which may be of value to the city or to the commonwealth in regard to persons to whom relief has been given or refused. Said overseers shall also cause to be kept a full and complete record of all applications by women and children for admission to the temporary home so called, which record shall contain the names of the applicants, the grounds upon which admission is granted or refused, and any other information which it is for the public interest to preserve.

CHAPTER 36.

DEPARTMENT FOR LAYING OUT STREETS.

SECTION 1. The department for laying out streets shall be under the charge of the board of street commissioners, consisting of three commissioners, who shall lay out, locate anew, alter, widen, and discontinue highways, and order specific repairs thereon; shall assess the damages occasioned thereby; may make abatements of taxes when refused by the assessors; shall notify the board of assessors whenever it makes any abatement of taxes; shall have the care and maintenance of all public lands and buildings belonging to the city, not used for specific purposes, and shall keep a record thereof; may let said lands for a term not exceeding one year, and forthwith make a report thereof to the mayor, of the person to whom the same is let, and the term of such letting; may, when ordered by the city council to sell any of such lands or buildings, sell the same at public auction or otherwise.

SECT. 2. Said board shall not deliver any deed of lands belonging to the city until the purchase money has been paid to the city collector in full; but may, from time to time, on payment to the city collector of an equivalent portion of the purchase money, convey to the party to whom the city has contracted to sell, or to his heirs or assigns, one or more lots out of several that have been included in one or more contract or bond.

CHAPTER 37.

DEPARTMENT OF PUBLIC GROUNDS.

SECTION 1. The department of public grounds shall be under the charge of the superintendent of public grounds, who shall have the care and superintendence of the public grounds and of all trees belonging to the city; shall carry out any directions of the board of aldermen relating to matters in their control concerning trees; shall cause all statutes and ordinances made for the protection of trees, shrubs, and flowers in the public grounds and streets to be strictly observed.

CHAPTER 38.

DEPARTMENT OF CAMBRIDGE BRIDGES.

SECTION 1. The department of Cambridge bridges shall be under the charge of the commissioner of Cambridge bridges, who shall, in connection with another commissioner for the city of Cambridge, have and exercise all the powers in relation to West Boston and Craigie bridges which are conferred by chapter 302 of the acts of 1870 ; he shall also have the care and supervision of so much of Harvard bridge and of Prison-point bridge as are under the charge and control of the board of aldermen or of the city.

SECT. 2. Said commissioner shall, in his annual report, include a statement of the repairs and expenditures on each of said bridges, the number of times the draw of each has been opened for the passage of vessels, and the number of vessels laden with cargo that have passed through each draw.

CHAPTER 39.

DEPARTMENT OF MT. HOPE CEMETERY.

SECTION 1. The department of Mt. Hope cemetery shall be under the charge of the board of trustees of Mt. Hope cemetery, consisting of five trustees, who shall have the sole care, superintendence, and management of the Mt. Hope cemetery; shall set apart and appropriate a portion of said cemetery as a public burying-place for the use of the inhabitants of the city of Boston, free from any charge therefor; shall lay out said cemetery in suitable lots or other subdivisions for family or other burials with necessary paths and avenues; may plant and embellish the said cemetery with trees, shrubs, and flowers, and other rural ornaments; may enclose and divide the same with proper fences; may erect or annex thereto suitable edifices, appendages, and conveniences; may make such by-laws, rules, and regulations, not inconsistent with statute or ordinance, as they deem advisable; may grant and convey to any person or persons, by deed duly executed, the sole and exclusive right of burial, and of erecting tombs, cenotaphs, or other monuments in any of the designated lots or subdivisions of said cemetery upon such terms and conditions as it may by its rules and regulations prescribe.

SECT. 2. Said board may appoint any subordinate officer in any department with the approval of the head of such department, secretary of said board, who may receive in addition to his salary as such subordinate, such salary as said board may determine, or said board may appoint any other person to be secretary.

SECT. 3. Said board may give to any proprietor who shall place in the hands of the city treasurer for the city a gift, devise, bequest, or deposit of a value not exceeding five hundred dollars, for the annual repair, preservation, or embellishment of his lot and of the erections thereon, or to the representative of such donor, an agreement or obligation in such form and on such terms and conditions as it may establish, binding the city to expend not exceeding five per cent. per annum of such value in preserving and keeping said lot in repair forever, or for such period as may be agreed upon, and said board may expend, in any manner consistent with the terms of such gift, devise, bequest or deposit, the amount of the above-named per cent. thereof.

SECT. 4. Every deed of a lot in said cemetery shall be in such form as the corporation counsel shall approve; shall be executed and delivered by the chairman of said board after the city collector has received payment for the lot; shall have the city seal affixed thereto, and be recorded by the city registrar in a book provided for the purpose, and kept in his office.

CHAPTER 40.

DEPARTMENT FOR THE INSPECTION OF BUILDINGS.

SECTION 1. The department for the inspection of buildings shall be under the charge of the inspector of buildings, who shall issue permits for the erection and alterations of buildings in the city; shall keep a register of the names of all plumbers who shall apply to him to be registered; shall issue permits for doing plumbing work and for plumbing; and may appoint not exceeding twenty assistant inspectors for duty in his department.

CHAPTER 41.

DEPARTMENT FOR THE INSPECTION OF VESSELS AND
BALLAST.

SECTION 1. The department for the inspection of vessels and ballast shall be under the charge of the weighers of vessels and ballast, four in all, who shall be sworn to the faithful discharge of their duties, and one of whom shall be designated by the mayor or the chief weigher; but no person shall be chosen to said office, or having been so chosen shall continue to fill the same, if he is an owner or agent of, or has any interest in, a vessel engaged in the transportation of stone, gravel, sand, or ballast, or if he is engaged or interested in the sale of stone, gravel, sand, or ballast.

SECT. 2. The chief weigher shall remain in the office during the time when said office is kept open; shall receive all orders for the services of weighers; shall designate the weighers to perform such services; shall keep regular books showing the work done in the department, the fees earned, the reports of the other weighers, and the dates of all certificates.

SECT. 3. The three other weighers shall perform, under the general direction of the chief weigher, all such services as weighers or inspectors of vessels or ballast are required to perform by the statutes or ordinances, and which are not herein especially required of the chief weigher; shall on each day account for and pay over to the chief weigher all fees received by them for their services.

SECT. 4. The chief weigher shall, every week, pay all the expenses of his department for the week out of the money received by him and the other weighers for fees, and divide the remainder of such moneys, equally, between the four weighers.

SECT. 5. The office of said weighers shall be open from sunrise to sunset on every day except Sundays and legal holidays; but said weighers may close their office during the months of April, May, June, July, August, and September, from seven to eight o'clock in the forenoon, and during the other months from eight to nine o'clock in the forenoon, and through the whole year from one to two o'clock in the afternoon.

SECT. 6. The master of every vessel that has stone, sand, gravel, or ballast for sale by weight, to be delivered

within the city shall, on arrival, report himself at the office of the said weigher and shall produce for examination a certificate of the marks and measurements of his vessel whenever a weigher so demands.

SECT. 7. One of said weighers shall go on board every such vessel, and inspect the marks of such vessel both before and after the delivery of such material, and inspect and weigh such material; and the person having charge of the vessel shall before such delivery, if so required by the weigher, pump out all the water in the vessel, and trim it so as to make it swim at equal marks at stem and stern, and shall not deliver any of such material until inspected; but this section shall not apply to sand sold for building purposes unless the purchasers thereof request an inspection.

SECT. 8. When a weigher has inspected and weighed any stone, sand, gravel, or ballast in any vessel, he shall forthwith report to the chief weigher the name of the vessel, the vendor, the kind of material, the weight and deduction of light water marks, and the amount of fees received and the chief weigher, or, in his absence, one of the weighers designated by him, shall give a certificate, containing the same matters, to the vendor or owner, but such certificate shall not be given for any material sold out below light water marks.

SECT. 9. No vessel which has once been weighed and marked, according to law, by a weigher of the city of Boston, shall be subject to a charge for a second weighing or marking, unless it appears that her former weight or marks are incorrect or have been changed; but every vessel which has been so weighed and marked shall be subject to the examination and inspection of every weigher without charge, for the purpose of ascertaining whether the weights and marks are correct or have been altered.

SECT. 10. The fee for inspecting the weight of stone, sand, gravel, or ballast of any kind shall be five cents for every ton, which fee in all cases shall be paid by the vendor, and be repaid by the vendee.

CHAPTER 42.

DEPARTMENT FOR THE SEALING OF WEIGHTS AND MEASURES.

SECTION 1. The department for the sealing of weights and measures shall be under the charge of the sealer and four deputy sealers of weights and measures, and the salary paid to each shall be full compensation for all services.

SECT. 2. The sealer shall have direction of the deputy sealers; shall keep regular books showing work done in the department, and the fees earned; and shall each week pay over to the collector all fees received by or paid to him.

SECT. 3. The deputy sealers shall perform the work assigned them by the sealer, and shall daily pay over to him all fees received by them.

CHAPTER 43.

DEPARTMENT FOR THE INSPECTION OF PROVISIONS.

SECTION 1. The department for the inspection of provisions shall be under the charge of the inspector of animals and provisions, who shall have and exercise all the powers and be subject to all the duties imposed upon inspectors of provisions and of animals intended for slaughter, by chapter fifty-eight of the Public Statutes, adopted by the city, June 2, 1876, and by any other acts relating to such powers and duties.

SECT. 2. Said inspector shall in his annual report include a statement of the number of seizures made by him, the places and persons from whom the seizures were made, and the character of the seizures, and also a statement of the number and kinds of animals and provisions inspected by him, and the number and result of all prosecutions.

CHAPTER 44.

DEPARTMENT FOR THE INSPECTION OF MILK AND VINEGAR.

SECTION 1. The department for the inspection of milk and vinegar shall be under the charge of the inspector of milk and vinegar, who shall have and exercise all the powers and authority, and be subject to all the duties and limitations which the statute imposes upon, or requires of, inspectors of milk or inspectors of vinegar.

SECT. 2. Said inspector shall in his annual report include a statement of the number of seizures made by him, the places and persons from whom the seizures were made, the character of the seizures, the number of samples taken for the purpose of obtaining analyses, and the result of such analyses made, and the number and result of all prosecutions.

CHAPTER 45.

DEPARTMENT FOR THE REGISTRATION OF VOTERS.

SECTION 1. The department for the registration of voters shall be under the charge of the board of registrars of voters, consisting of three members, who shall make a register by voting precincts, of all persons entitled to vote in said city; shall prepare, correct, revise, and post, in the several voting precincts, the alphabetical lists of voters; shall appoint such number of assistant registrars of voters, not exceeding four for each ward, as it may deem necessary, each of whom shall receive for each day's service the sum of four dollars.

SECT. 2. Said board shall, in its annual report, include a map or maps showing the voting precincts, and the locations of the polling-places therein, and a statement of the number of persons registered as voters, male and female, in each voting precinct of the city, and the number of such persons voting at each election held during the preceding year for each person for whom votes were deposited for governor and mayor.

CHAPTER 46.

WARD-ROOMS AND MEETINGS.

SECTION 1. The following places are hereby specified for ward-rooms, and the superintendent of public buildings shall designate a suitable room in each to be used therefor.

For Ward 1. Chapman School-house, Eutaw st.

For Ward 2. Armory Building, Maverick st.

For Ward 3. Old Winthrop School-house, Bunker Hill st., Charlestown.

For Ward 4. Bunker Hill Grammar School-house, Baldwin st., Charlestown.

For Ward 5. Harvard Primary School-house, Harvard st., Charlestown.

For Ward 6. Ware Primary School-house, North Bennet st.

For Ward 7. Lodge for Wayfarers, Hawkins st.

For Ward 8. Wells School-house, Blossom st.

For Ward 9. Sharp Primary School-house, Anderson st.

For Ward 10. School Committee Building, Mason st.

For Ward 11. Chemical Engine-house No. 2, Church st.

For Ward 12. Pierpont Primary School-house, Hudson st.

For Ward 15. Court-room, South Boston, Dorchester and West Fourth sts.

For Ward 16. Old Franklin School-house, Washington st.

For Ward 17. Franklin School-house, Waltham st.

For Ward 18. Rice Primary School-house, West Concord st.

For Ward 19. Bath-house, Cabot st.

For Ward 20. Ward-room, Old Church Building, Vine, cor. Dudley st.

For Ward 21. Municipal Court Building, Roxbury st.

For Ward 22. Primary School-house, Phillips st.

For Ward 23. Curtis Hall, South st., West Roxbury.

For Ward 24. Old Town Hall, Washington st., Dorchester.

For Ward 25. Court-room, Washington st., Brighton.

In case any room designated as above cannot be occupied for the purposes of a ward-room at any time, the said super-

intendent shall provide equivalent accommodation elsewhere for any public meeting in such ward, for which a permit shall be granted. Said superintendent shall have the care and custody of, shall determine the use of, and provide for opening, closing, lighting, and heating said rooms.

SECT. 2. When a written application (containing a copy of the call for a meeting, and notifying all persons who may be present that it will be subject to the provisions of this chapter) is made to the superintendent of public buildings, by not less than five legal voters of a ward, for the use of a ward-room for the purpose of holding such meeting, the said superintendent may grant a permit therefor, specifying therein the time and purpose of the meeting, and that it will be subject to the provisions of this chapter. Such permit may be revoked at any time by the mayor.

SECT. 3. When an organized political body calls caucuses or ward meetings for a designated day, no person, except the recognized agents of such body, shall, prior to the morning of the day fixed for such meetings, be granted the use of a ward-room for such day.

SECT. 4. The applicants to whom such a permit is granted shall, before the issuing thereof, pay to the superintendent of public buildings such sum of money as will in his opinion be sufficient to defray the expense of opening, closing, lighting, and heating the ward-room during the time specified in the permit.

SECT. 5. When such a permit is granted, the superintendent of public buildings shall request the board of police to detail a sufficient police force to be present and keep the peace at such meeting, and obey the lawful orders of the major part of such of said applicants as are present, or of the chairman or presiding officer of the meeting.

SECT. 6. Only legal voters in the ward in which a meeting under a permit granted as above is held, and to whom no objection is made by the major part of said applicants as are present, or by the presiding officer of such meeting, shall mark or vote or remain at such meeting.

SECT. 7. As soon as the list of voters in a ward is prepared for any election, a copy of such list shall be posted or hung up by the superintendent of public buildings in the ward-room of the ward in such a manner as to be readily accessible to the public, and such copy shall remain in such ward-room till after the next election, and until a new and revised list is substituted therefor, and shall be altered or revised only by said superintendent.

SECT. 8. The superintendent of public buildings shall cause to be suitably framed and kept in some conspicuous place in each of the ward-rooms of the city a printed copy of the six preceding sections of this chapter.

CHAPTER 47.

WARRANTS AND ELECTIONS.

SECTION 1. Warrants for calling meetings of the citizens of the several wards within their respective precincts shall bear an impression of the city seal, and be issued by the board of aldermen in the following form : —



CITY OF BOSTON.

To either of the constables of the City of Boston : In the name of the Commonwealth of Massachusetts you are required forthwith to warn the inhabitants of ward number , qualified to vote as the law directs, to assemble at the several polling-places within the voting precincts

in which they respectively reside, namely : [polling place of each precinct] on the day of next at o'clock in the forenoon, and there between that hour and the closing of the polls, which shall be at in the afternoon, to give in their ballots for

Hereof fail not, and make due return of this warrant with your doings thereon to the city clerk seven days at least before the said day of meeting.

Witness, Esquire, chairman of the board of aldermen of the City of Boston, this day of in the year of our Lord one thousand eight hundred and ninety.

By order of the board of aldermen.

City Clerk.

Approved,

SECT. 2. Every such warrant shall be served by a constable, who shall, ten days at least before the time appointed for the meeting, post up an attested copy of the warrant at or near the polling-place within which the meeting notified by such warrant is to be held, and shall return the warrant, together with attested copies thereof equal in number to the number of polling-places in such ward, to the city clerk seven days at least before the day of meeting, and said city clerk shall transmit such copies to the wardens of the several voting precincts on or before the time prescribed for the opening of the meetings called thereby.

CHAPTER 48.

REGULATIONS FOR CERTAIN TRADES.

SECTION 1. Every person who desires to manufacture, or keep for sale, or storage, any petroleum, camphene, burning fluid, or explosive compound, or to have a place assigned as a stand for weighing or selling hay, or straw, or for measuring or selling wood or bark brought into the city by land for sale, shall make application in writing to the board of fire commissioners for a license therefor, and state in such application the place, building, or part of a building in which he desires to carry on business, and a full description of the business.

SECT. 2. The said board of fire commissioners shall immediately examine the place or building described in the application, or cause the same to be examined by competent parties, and make a full report on the subject to the board of aldermen; and the board of aldermen may, if it deems proper, order a license to issue therefor, which shall continue in force until the first day of April next succeeding its date. Every person at the time of receiving such license shall pay therefor the sum of one dollar.

SECT. 3. Every such license shall contain the name of the person or persons licensed, a statement of the business to be carried on, a description of the place, building, or part of building for which the license is granted, and all other particulars which may be required by ordinance or shall be deemed necessary or proper.

Petroleum, Camphene, Burning Fluid, and Naphtha.

SECT. 4. Petroleum, camphene, burning fluid, or naphtha, shall not be manufactured, refined, mixed, stored, or kept, upon any street or wharf within the city; nor in any part of a building occupied in whole, or in part, as a dwelling-house; nor upon any floor of a building above the first floor; nor upon such first floor, unless the foundation and walls of the building are of brick, stone, or iron, and the sills or walls are built without apertures for the space of at least one foot above such floor; and all crude petroleum, naphtha, or

gasoline, kept in any part of a building above the cellar, shall be kept in metallic vessels securely closed.

SECT. 5. All kerosene, refined petroleum, and every product of petroleum, sold or kept for sale at retail for illuminating purposes, shall have been inspected by an officer appointed for the purpose by the mayor and aldermen.

Explosive Compounds.

SECT. 6. The board of aldermen before ordering the issue of a license for manufacturing any explosive compound, shall give a public hearing thereon, after public notice of such hearing has been given for two consecutive weeks in three daily newspapers published in the city, and after such notice and hearing said board may, by a two-thirds vote, approved by the mayor, order the issuing of such license, with such limitations as to the quantity to be manufactured, or kept, and as to the mode of storing, keeping, or transporting the same as may be prescribed by ordinance, or as the board of aldermen may in each case see fit to impose, but shall not order the issue of any such license for the territory contained within the limits of the present Wards 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17, 18, or 19; or within three hundred feet of a school-house, church, theatre, or hall licensed for public assemblies.

SECT. 7. The board of aldermen may order the issue of licenses for the sale or storage of explosive compounds, (but not within three hundred feet of a school-house, church, theatre, or hall licensed for public assemblies, nor within five hundred feet of the city hall, state-house, courthouse, registry of deeds, or county jail,) and every person so licensed shall provide for the storage of such compounds a suitable place, in which each class of articles specified in section eight shall be kept separate from every other class by suitable divisions or partitions of brick-work. No compound of nitro-glycerine shall be kept in any receptacle which is so constructed as to have exposed iron or steel in the interior thereof.

SECT. 8. The following shall be the greatest amounts of each class of explosive compounds which may be kept for sale in any place within twenty feet of a building which is regularly occupied during any portion of the day or night: —

Of nitro-glycerine and all compounds thereof and of gun-cotton, four ounces.

Of detonators or exploders, for use with any explosive compound other than gunpowder, such number as shall

contain in all one-half pound of the detonating compound employed.

Of any explosive compound not otherwise provided for, such amount, not exceeding ten pounds, as the board of fire commissioners may deem safe.

In case a person, licensed to keep explosive compounds is also licensed to keep gunpowder in the same building, or within fifty yards of it, the greatest amount of explosive compounds which he may keep shall be one-half of the above-named amounts.

SECT. 9. The board of aldermen may order the issue of licenses to establish magazines for the storage of explosive compounds in quantities greater than those mentioned in section eight, in the manner and with the limitations prescribed in section six, (but not within fifteen hundred feet of a school-house, church, theatre, or hall licensed for public assemblies, or of the city hall, state-house, court-house, registry of deeds, or county jail, or within six hundred feet of a dwelling-house occupied by persons not engaged in the manufacture of the explosive stored in such magazine,) and every person so licensed shall surround every such magazine by an earthen parapet ten feet thick at the top, and with a natural slope to the bottom, and so high that a line drawn from the highest point of the explosive therein stored to the top of the parapet will pass above the highest of the surrounding buildings.

SECT. 10. Explosive compounds may be transported through the streets in the following manner and quantities only : —

Nitro-glycerine, in any of its forms, shall be in a congealed state, and the packages in which it is contained shall, during transportation, be kept constantly packed in ice and in the charge of a competent agent furnished by the forwarder, who shall travel in the vehicle in which the packages are carried.

All dry nitro-glycerine compounds shall be packed in wooden cases, holding not more than one hundred pounds thereof, and in which the explosive compound shall be packed, when in bulk, with at least three inches of dry sawdust between the explosive compound and the inside surfaces of the case, and when in cartridges, each cartridge shall be surrounded with sawdust on all sides, and a space of at least one inch between the outside of each cartridge and the inside surface of the case, shall be filled with sawdust.

All gun-cotton shall be pulverized and in a compressed form and moist state.

All explosives of the fulminate class shall be wet and con-

tained in wooden water-tight kegs, which shall be packed in sawdust in wooden packages.

All explosives of the nitrate-mixture class and chlorate-mixture class shall be subject to the same rules and regulations that are now or may hereafter be prescribed for the transportation of gunpowder.

All packages containing explosive compounds shall be plainly marked on at least three sides with the name of their contents, and the words "Explosive — Dangerous" so placed as to be readily seen by those who may have reason to handle such packages. The name and address of the manufacturer and forwarder shall also be plainly marked on the packages.

No detonating or percussion fuse, cap, primer, or other article liable to cause fire or explosion, shall be packed in the case or barrel containing an explosive compound, nor be carried in or upon a vehicle in which such compound is being transported.

Not more than one case or barrel shall be transported in one vehicle, unless such vehicle has been suitably prepared by lining it with wood, felting, tarpaulin, oiled cloth, or other material, exclusive of iron or steel, and is fitted with a close cover of the same. No match, acid, petroleum, or other hazardous article shall be carried in the same vehicle with an explosive compound, and not over one hundred pounds of explosive compounds shall be carried in one vehicle.

No two vehicles containing explosive compounds shall be allowed to approach within one thousand yards of one another, unless they are in charge of a qualified inspector detailed for that duty by the board of fire commissioners. Such inspector shall be detailed upon the written application of, and shall be paid for his services by, the person transporting such compound, at the rate of five dollars for each day or portion of a day.

SECT. 11. Any person licensed as provided in the preceding sections of this chapter, shall at all times permit to enter the building or premises licensed, and examine the same and contents thereof, any fire commissioner and police commissioner, the chief engineer and assistant engineers of the fire department, the captains, lieutenants, sergeants of police, and any inspector appointed by the mayor, by the board of fire commissioners, or by the board of police.

SECT. 12. The words "explosive compound," as used in this chapter, shall be understood to include gun-cotton, nitro-glycerine, or any compound of the same, and any fulminate or substance, except gunpowder, which is intended to be used by exploding or igniting it in order to produce a force to propel missiles or to rend apart substances.

Weighing and Sale of Hay.

SECT. 13. The board of aldermen shall from time to time cause a sufficient number of public scales for the weighing of hay and of other articles, to be erected and furnished with decimal weights, which shall be used in all cases. The weighers of hay shall personally attend on every day in the year, at such of said scales as may be assigned to them respectively, Sundays and legal holidays excepted, from sunrise to sunset during the months of December, January, and February, and from seven o'clock in the forenoon until six o'clock in the afternoon during the remainder of the year; and they shall deliver to the driver of every load of hay or straw weighed by them a certificate, specifying the name of the owner or driver of the load, the town from which it has been driven, the weight and tare thereof, the amount of fees received, and the date when the certificate is given. They shall also keep in books furnished by the city clerk an account of all hay and other articles weighed at the scales to which they are assigned as aforesaid, which accounts shall specify all the items required to be specified as aforesaid in the certificates, and said books shall always be open to the inspection of said board and, when filled, shall be deposited with the city clerk.

SECT. 14. The fees for weighing on said hay-scales shall be as follows: one-half of a cent for every hundred pounds of coal, pig iron, stone, sand, produce, provisions, or ice, and one cent for every hundred pounds of hay, straw, or other articles; but the fee for weighing an article other than hay or straw shall in no case be less than ten cents, and no single fee shall exceed one dollar, and no fee shall be taken for weighing done on account of the city, nor for weighing the cart or vehicle containing the article to be weighed, nor for any other tare.

Said weighers shall deduct from said fees the necessary expenses incurred, retain three-fifths of the remainder to their own use, and pay over the balance to the city collector.

Measuring and Sale of Wood and Bark.

SECT. 15. The mayor shall appoint, subject to confirmation by the board of aldermen, measurers of wood and bark, who shall serve until the first Monday in April next ensuing their appointment; they shall be sworn, and shall have and exercise all the powers, and be subject to all the duties and limitations prescribed by the statutes and ordinances relating to the measurement of wood and bark, and the inspection,

survey and sale of bark for fuel or manufacturing purposes, brought into the city for sale.

Plumbing.

SECT. 16. Every plumber, before doing any plumbing work in a building, shall have his name and place of business registered in the office of the inspector of buildings, and shall give immediate notice to said inspector of any change in his place of business; shall, except in the case of repairs of leaks, file in the office of said inspector, upon blanks to be provided for the purpose, a notice of all work to be performed, and obtain from said inspector a permit to do such work.

SECT. 17. Every building provided with water from the city or other water-supply shall have a waste-pipe for the conveyance of waste-water, separately and independently connected with the public sewer, or if there is no sewer, with a sufficient and proper cesspool, easily accessible for inspection and cleaning.

SECT. 18. Drain and soil pipes within a building, and for a distance of not less than five feet outside the foundation walls thereof, through which water or sewage is used or carried, shall be made of iron; shall be sound, free from holes and other defects, of an uniform thickness of not less than one-eighth of an inch for a diameter of four inches or less, and of five thirty-seconds of an inch for a diameter of five or six inches, with a proportional increase of thickness for a greater diameter; shall be securely ironed to walls, laid in trenches or suspended by strong iron hangers; and shall have a proper fall towards the drain or sewer; shall be supplied with suitable traps, placed with an accessible clean-out, either outside or inside near the foundation wall of the building. Changes in direction shall be made with curved pipes, and connections with horizontal pipes shall be made with Y branches. The soil-pipes of every building hereafter erected, and the soil-pipes of every water-closet hereafter placed, substituted, or relocated in a room not having a window or other opening immediately to the air on the outside of the building, and within twelve feet of such window or opening, shall be carried above the roof, open and undiminished in size, and to a height of not less than two feet above the roof.

SECT. 19. Rain-water leaders, when connected with soil or drain pipes, shall be suitably trapped.

SECT. 20. All iron pipes before being put in place shall have been tested by the water or kerosene test, then coated inside and out with coal-tar pitch applied hot, or with paint,

or with some equivalent substance ; joints shall be run with molten lead, thoroughly calked and made tight ; connections with lead pipes shall be made with brass ferrules properly soldered and calked to the iron.

SECT. 21. Every water fixture having a waste-pipe connected with the sewer or cesspool shall be furnished with a separate trap placed as near as practicable to said fixture ; all traps shall be protected from siphonage or air pressure by special ventilating air-pipes of a size not less than the waste-pipe ; such air-pipes for water-closet traps shall be not less than two-inch bore for thirty feet or less, and of not less than three-inch bore for more than thirty feet ; such air-pipes shall be run as direct as practicable, and shall be of not less than four-inch bore where they pass through the roof ; two or more such air-pipes may connect together, or with a soil-pipe, but in every case of connection with a soil-pipe such connection shall be made above the upper fixture of the building.

SECT. 22. Drip or overflow pipes from safes under water-closets and other fixtures, or from tanks or cisterns, shall be run to some place in open sight, and in no case shall any such pipe be connected directly with a drain, waste-pipe, or soil-pipe.

SECT. 23. Waste-pipes from refrigerators, or other receptacles in which provisions are stored, shall not be connected with a drain, soil-pipe, or other waste-pipe, unless such waste-pipes are provided with traps, suitably ventilated, and in every case there shall be an open tray between the trap and refrigerator.

SECT. 24. Sewer, soil, or ventilating air-pipes, shall not be constructed of brick, sheet metal, or earthenware, nor shall any chimney flues be used as such pipes.

SECT. 25. Every water-closet, or line of water-closets, on the same floor, shall be supplied with water from a tank or cistern, and the flushing-pipe shall not be less than one inch in diameter ; but this requirement shall not apply to water-closets substituted for vaults, where the same are located outside of the building proper, and water-closets may be arranged so as to receive their supply directly from the main, with such water-fixtures as shall be approved by the water registrar.

SECT. 26. Pipes and other fixtures shall not be covered or concealed from view until after the work has been examined by the said inspector ; and he shall be notified by the plumber when the work is sufficiently advanced for inspection.

SECT. 27. Plumbing-work shall not be used until the

same is in good condition as shown by the water test made by the plumber in the presence of the inspector.

SECT. 28. Water-pipes, in places exposed to frost, shall be securely cased and packed with mineral wool, or other equally good substance.

SECT. 29. A grease-trap shall be constructed under the sink of every hotel, eating-house, restaurant, or other public cooking establishment, in such a manner as to be easily accessible for inspection and cleaning.

Erection and Repair of Buildings.

SECT. 30. The building limits provided for in section 27, chapter 374, of the acts of the year 1885, are hereby established as follows: All that portion of the city which is included within a line beginning at the intersection of the centre lines of Dover and Albany streets, and thence running east through the centre of said Dover street to the harbor commissioners' line; thence by the said harbor commissioners' line around the northerly portion of the city to a point on Charles river at the intersection of said line with the boundary line between Brookline and Boston; thence along said boundary line to the centre of Longwood avenue; thence through the centre of said avenue to the centre of Bumstead lane; thence through the centre of said lane to the centre of Ward street; thence through the centre of said Ward street to the centre of Parker street; thence through the centre of said Parker street to the centre of Ruggles street; thence through the centre of said Ruggles street to the centre of Washington street; thence through the centre of said Washington street to a point opposite the centre of Palmer street; thence through the centre of said Palmer street and through the centre of Eustis street to the centre of Hampden street; and thence through the centre of said Hampden street and the centre of Albany street to the point of beginning; the said district being shown on a plan made by the city surveyor, dated June 28, 1881, and deposited in his office.

SECT. 31. Every person proposing to erect a wooden building outside the building limits, or in any manner to alter one already erected, shall, fifteen days at least before commencing work thereon, file an application with the said inspector for a permit therefor, containing a statement of the dimensions of the structure proposed, and of the material to be used therefor, or of the alteration to be made; the number or precise location on the street, and the name of the owner or owners of the land.

SECT. 32. Every such building shall have a foundation of stone or brick carried up to the surface of the ground, and the foundation, if of brick, shall not be less than twelve inches thick, and laid in cement mortar; if of rubble-stone, shall not be less than six inches thick when laid in cement mortar, and not less than twenty inches thick when laid dry; if of blockstone, shall not be less than sixteen inches thick, and laid in cement mortar; all such foundations shall be laid not less than four feet below the surface which is exposed to frost, and upon the solid ground, or upon at least one row of piles spaced not over three feet on centres, in the direction of the length of the wall, driven to a solid bearing, with the tops cut-off at a proper grade, and capped with footing courses of stone, or shall rest upon other solid superstructure; if the building is to be used for a workshop or other like purpose, or for a temporary structure, and built upon soft and marshy land, the foundation may consist of mud sills, or blocking, or piles cut to the height of grade, as the inspector may deem best.

SECT. 33. Every such wooden building shall be built with posts, girts, and plates, properly morticed, tenoned, braced, and pinned in each story, and supported by suitable studs, not more than thirty-two inches apart; if the building exceeds four hundred feet in area and fifteen feet in height, the posts and girts shall not be less than four by eight inches.

SECT. 34. Every such wooden building to be used as a dwelling-house shall not be more than forty-five feet in height from the grade of the street or place upon which it is to be erected, nor shall any wall thereof (unless made of brick at least eight inches thick, and built up to the under side of the roof covering, and the said covering laid and imbedded in mortar upon the wall or built up twelve inches above the roof and covered with metalling covering), be nearer than one foot six inches to the line of any adjoining lot, nor if there is a dwelling-house upon the adjoining lot, be nearer than three feet to such dwelling-house.

SECT. 35. Every such wooden building to be used as an L to a dwelling-house shall not exceed twenty-five feet in height, nor more than four hundred and fifty square feet in area; such L may be built without a brick wall between it and the main building.

SECT. 36. Every such wooden building to be a block of two or more dwelling-houses, shall have brick walls between the houses not less than eight inches thick, built up to the under-side of the roof-covering and the said covering laid and embedded in mortar upon the walls or built up twelve inches above the roof and covered with metallic covering.

SECT. 37. Every such wooden building to be used for any purpose other than that of a dwelling-house shall not exceed fifty-five feet in height, from the grade of the street or place upon which it is to be erected, nor shall any wall thereof (unless made of brick at least twelve inches thick, and built up to the under side of the roof covering, and the said covering laid and imbedded in mortar upon the wall or built up twelve inches above the roof and covered with metallic covering), be nearer than four feet to any other wooden building, which is less than twenty-five feet in height, nor nearer than ten feet to any other wooden building which is twenty-five feet or more in height, but the exception hereinbefore mentioned shall not apply to stables.

SECT. 38. Every such wooden building, to be used for any purpose other than that of a dwelling-house, built in a range of more than fifty feet, shall have an intercepting brick wall not less than twelve inches thick built up to the under side of the roof-covering, and the said covering laid and imbedded in mortar upon the wall or built up twelve inches above the roof and covered with metallic covering.

SECT. 39. The requirements contained in the preceding five sections, shall not apply to buildings erected or placed at a distance of fifty feet or more from every other building, and from every street or way used for public passage.

Junk, Old Metals, and Second-hand Articles.

SECT. 40. Every keeper of a shop for the purchase, sale, or barter of junk, old metals, or second-hand articles, shall keep a book, in which shall be written, at the time of every purchase of any such article, a description thereof, and the name, age, and residence of the person from whom, and the day and hour when, such purchase was made; and such book shall at all times be open to the inspection of the mayor, or either of the aldermen, and of any person by the mayor, or board of aldermen, authorized to make such inspection.

SECT. 41. Every such shop-keeper shall put in some suitable and conspicuous place on his shop a sign having his name and occupation legibly inscribed thereon in large letters.

SECT. 42. Every such shop-keeper shall allow his shop and all articles therein to be at all times examined by the mayor, or either of the aldermen, or by any person authorized by the mayor or board of aldermen to make such examination.

SECT. 43. No such shop-keeper shall permit to be sold any article purchased or received by him until at least a period of one week from the date of its purchase or receipt has elapsed, unless the name and address of the person to whom

such article has been sold, with such other facts as may be necessary to facilitate the tracing of such article, have been entered on the book mentioned in section thirty of this chapter.

SECT. 44. No such shop-keeper shall have his shop open for the transaction of business, nor shall he purchase any of the aforesaid articles, except between sunrise and nine o'clock in the evening of any week day except Saturday, on which day such shop may be kept open, and such articles purchased, from sunrise until ten o'clock in the evening.

Undertakers.

SECT. 45. Undertakers shall be entitled to charge and receive for services connected with the burial of the bodies of deceased persons over ten years of age the following fees, and no more : —

For digging, filling, and covering a grave, eight feet deep, three dollars and fifty cents.

Five feet six inches deep, two dollars.

Five feet deep, one dollar and seventy-five cents.

Four feet deep, one dollar and fifty cents.

Three feet six inches deep, one dollar and twenty-five cents.

For opening and closing a tomb, one dollar and fifty cents.

For placing a body in a coffin, when requested, and taking the same down-stairs, one dollar and fifty cents.

For carrying a body to the tomb or grave, including the assistance of porters and of two horses, seven dollars and fifty cents.

For carrying a body into a church, two dollars.

For lighting the vaults under a church, one dollar.

For carrying a body out of the city, fifty cents for each mile that the same is carried beyond the limits of the city.

In the burial of children ten years of age and under, the fees shall be as follows : —

For services at the house, one dollar.

For carrying the body to the carriage, and from the carriage to the place of deposit and interring the same, one dollar.

For the use of a pall, twenty-five cents.

For disinterring and removing bodies from graves or tombs, according to the amount and nature of the services rendered.

CHAPTER 49.

PROHIBITIONS AND PENALTIES.

Health.

SECTION 1. No person shall throw into the harbor, or any of the waters surrounding the city, within a line drawn from Point Allerton to Nahant, any entrails or refuse parts of fish, or any decayed fish.

SECT. 2. No person shall, at any time, have in his possession with intent to sell, fish of any kind, except flounders, smelts, and other small fish, salmon and shad, until the same have been cleansed of their entrails and other refuse parts, nor fish of any kind, unless they are kept in covered stalls, or fish-boxes, or in covered carts, which shall be clean and in good order, and well secured from the rays of the sun.

SECT. 3. No person shall bring into the city, or have in his possession with intent to sell, or sell, any vegetables, excepting green peas and beans in the pods, and green corn in the inner husks, which have not previously been divested of all parts not commonly used for food; and no person shall have such parts in his possession in any market-place, nor in a cart or vehicle used for the sale of vegetables, or other articles of food.

SECT. 4. No person shall bring into the city, or have in his possession with intent to sell, any decayed or damaged fruit, vegetable or animal substance, except in accordance with a permit from the board of health.

SECT. 5. No person shall keep any live fowl, swine, or goats, except in accordance with a permit from the board of health.

SECT. 6. No owner or occupant of a stable shall permit more than three cords of manure to accumulate or remain uncovered outside of a stable-building, nor permit the stable or grounds connected therewith to be foul or unclean.

SECT. 7. No person shall remove manure, or cause or suffer the same to be removed, between the first day of May and the first day of November, except in the night-time, after twelve o'clock, and in accordance with a permit from the board of health.

SECT. 8. No person shall remove any manure, except in a tight vehicle, with a canvas cover so secured to the sides and ends of the vehicle as to prevent the manure from being dropped while being removed.

SECT. 9. No person shall keep, or allow to be kept in any building, or on any premises of which he may be the owner or occupant, within the building limits of the city, any cow, except in clean and wholesome premises, nor more cows than at the rate of one for each three thousand square feet of land, except in accordance with a permit from the board of health.

SECT. 10. No person shall sprinkle, scatter, or put, upon the rails, switches, or other appliances of a street railway in any street, any salt, or mixture of salt, except in accordance with a permit from the board of health.

SECT. 11. No person shall mar, misuse, defile, or deface a public urinal, nor attach thereto any hand-bill, advertisement, or drawing.

SECT. 12. No person shall ring a church bell or other bell, when, on account of illness in the neighborhood, such ringing is forbidden by the board of health.

SECT. 13. No person shall place or keep any refuse, or noxious or decaying liquid or solid matter, except house-offal, in any building, or in any waters, or on any land, except in accordance with a permit from the board of health.

SECT. 14. No person shall keep in his house, or on his land, any house-offal, except the same is placed in a suitable vessel, free from ashes and other refuse matter, and so placed as to be easily removed.

SECT. 15. No person shall maintain a water-closet, vault, or privy in an unwholesome, unclean, or imperfect place or condition.

SECT. 16. No person shall occupy, or permit others to occupy, any building owned by him as a dwelling, tenement, or lodging-house, unless such building is provided with sufficient and suitable water-closets, or privies, for the persons ordinarily residing or working therein.

SECT. 17. No person shall place or keep, in or near any building, ashes or cinders in such a manner as to be liable to cause fire, nor mix them with other substances, nor place or keep them except in metallic vessels, so placed as to be easily removed.

SECT. 18. No person, other than employés of the city engaged in public work, shall carry, in any street, house-dirt, house-offal, or other refuse matter, except in accordance with a permit from the board of health.

SECT. 19. No person shall bury a dead body, or cause one to be buried, in a grave which is less than three feet deep from the surface of the ground surrounding the grave to the top of the coffin.

SECT. 20. No person shall bury a dead body, or cause one to be buried, at any other time than between sunrise and sunset, except in accordance with a permit from the board of health.

SECT. 21. No person shall remove a dead body or its remains from a grave or tomb in the city, or disturb in a tomb or grave such body or its remains, except in accordance with a permit from the board of health.

SECT. 22. No person shall open a grave or tomb between the first day of June and the first day of October for any other purpose than that of interring the dead, except in accordance with a permit from the board of health.

SECT. 23. No person shall open or dig a grave in any burial ground, except in accordance with a permit from the board of health.

SECT. 24. No person shall empty a cesspool, vault, or privy, except in accordance with a permit from the board of health.

SECT. 25. No owner or occupant of land abutting on a private passageway and having the right to use such passageway, shall suffer any filth, or waste or stagnant water, to remain on that part of the passageway adjoining such land.

Drains.

SECT. 26. No person shall discharge any waste water or water from a sink or water-closet, except through a drain into a sewer or cesspool, or in accordance with a permit from the board of health.

SECT. 27. No person shall suffer any particular drain from any building or land, of which he is the owner or occupant, to leak or be out of repair; nor shall any person suffer sewage, or waste or stagnant water, to remain in any building, or upon any land, of which he is the owner or occupant.

SECT. 28. No person shall enter, or attempt to enter, a particular drain into a public drain or sewer, except in accordance with a permit from the superintendent of sewers.

SECT. 29. No person shall discharge into a public drain or sewer any steam, nor any other matter or thing which may tend to cause an obstruction thereof, or a deposit therein, or any injury thereto.

Use of Streets.

SECT. 30. No person having the care of a horse, or other beast of burden, carriage or draught, shall drive, or ride, or permit such horse, beast of burden, carriage or draught, to go at a greater rate of speed than seven miles an hour in a public street, except in wards 22, 23, 24 and 25, and in that part of ward 15 which lies south of Swett street, or in a public street in said excepted portion of the city at a greater rate than twelve miles an hour.

SECT. 31. No person shall drive or convey through the public streets any vehicle the width of which, with its load, exceeds ten feet, except in accordance with a permit from the superintendent of streets.

SECT. 32. No person shall wilfully or negligently obstruct the free passage of foot-travellers, nor shall any person saunter or loiter for more than five minutes upon a sidewalk, after being directed by a police officer to move on.

SECT. 33. No person shall place, or permit to remain, in a street, any coal, firewood, or other merchandise, for more than ten minutes.

SECT. 34. No person shall raise or lower goods or merchandise into or from a building, into or over any portion of a street, except in accordance with a permit from the superintendent of streets.

SECT. 35. No person shall wash or otherwise clean any animal or vehicle, or shake or otherwise clean a mat or carpet in any street.

SECT. 36. No person shall take or remove dirt or manure from any street except under the direction of the superintendent of sanitary police.

SECT. 37. No person shall coast in any street or public ground of the city, except in accordance with an order of the board of aldermen.

SECT. 38. No person shall throw stones, snowballs, or other missiles, or shoot with, or use, a bow and arrow or sling, or play at ball, in any street.

SECT. 39. No owner or tenant of an estate abutting on a sidewalk shall place, or suffer to remain for more than three hours between sunrise and sunset, any ice or snow upon such sidewalk, unless the same is made even, and covered with sand or other substance to prevent slipping; nor shall any person place any ice or snow in a street, outside of the sidewalk, unless the same is made even.

SECT. 40. No person shall saw or cut firewood in any street.

SECT. 41. No person shall drive sheep, swine, or other neat cattle through or in any street, except in accordance with a permit from the superintendent of streets.

SECT. 42. No person shall permit any horse, cow, swine, goat, or other grazing animal to go at large in any street.

SECT. 43. No person shall water any street with a watering cart, except in accordance with a permit from the superintendent of streets.

SECT. 44. No person shall cry any wares, or ring, or cause to be rung, any bell, or use, or cause to be used, any noise-making instrument, in any street to the disturbance of the peace and comfort of the inhabitants thereof, for the purpose of advertising, or for giving notice of the exercise of a business or calling, or of the sale of any article.

SECT. 45. No person shall expose in any street any table, or device of any kind, intended for playing a game of hazard or chance; and no person shall play at any such game or any other unlawful game in any street.

SECT. 46. No person shall climb, or tie a horse or other animal to, or post a bill or notice upon, a tree in any street.

SECT. 47. No person shall accost or address another person in any street with obscene or profane language.

SECT. 48. No person shall swim or bathe in any of the waters surrounding or within the city so as to be visible from any dwelling-house, wharf, or street.

SECT. 49. No person shall deface or injure any public bridge or any wharf connected therewith, nor unnecessarily open the draw of any such bridge, nor obstruct the passage of the same; nor, without the consent of the draw-tender, make fast to any public bridge, or guard or pier thereof, any vessel, scow, raft, or float, nor remain inside of the draw-gates while closed, nor on any pier, wharf-fender, or appurtenances of such bridge, while such gates are closed; nor refuse or neglect to comply with the directions of a draw-tender relating to any vessel under his charge passing through such draw.

Openings and Projections into Streets.

SECT. 50. No person shall make any permanent excavation under the surface of a public street, the inner face of the wall of which extends further under the street than to a line eighteen inches inside the line of the outer edge of the curbstone or sidewalk.

SECT. 51. No person shall place or maintain a grating in a street, the spaces between the bars of which are more than one inch in width; nor shall he extend any such grating more than eighteen inches from a building into a street.

SECT. 52. No person shall make a coal-hole or other opening in a street, except in accordance with a permit from the superintendent of streets.

SECT. 53. No person shall maintain an entrance to his estate by steps descending immediately from or near the line of a public street, unless the same is securely guarded.

SECT. 54. No person shall erect any canopy, awning, shade, shade-frame, or shade-curtain in any street, except in accordance with a permit from the superintendent of streets.

SECT. 55. No person shall insert a sign in any sidewalk nor place or maintain a sign, show-bill, lantern, show-board, goods, wares, or other articles, so as to project into or overhang any street, except in accordance with a permit from the board of aldermen.

SECT. 56. No person shall open, occupy, or use any portion of a street, except in accordance with a permit from the superintendent of streets, nor without exhibiting such permit to any police officer, when requested by him so to do.

The Market Limits.

SECT. 57. No person shall, within the market limits, sell or expose for sale, any goods, wares, or merchandise, except fresh provisions, or perishable produce, the product of his own farm, or of a farm within ten miles of his residence, or meats which were a part of animals slaughtered by himself, to be sold at wholesale only, or on commission for, or as agent of, some person not residing or having a usual place of business within eight miles of said market, unless in a place assigned him therefor by the superintendent of markets, or one of his deputies; nor shall any person within said limits so sell, or expose for sale, any goods, wares, or merchandise, between the hours of eleven in the morning and four in the afternoon, without the permission of the said superintendent or deputy; nor shall any person within said limits practise any fraudulent dealing.

SECT. 58. No person shall, within the market limits, sell any butter other than by weight; nor shall any person within said limits sell, or expose for sale, any butter in lumps, unless said lumps weigh one or more integral pounds or quarter pounds.

SECT. 59. No person shall, within the market limits, sell, or have in his possession with intent to sell, any article of food, which, in the opinion of the superintendent of markets, is diseased, tainted, or unwholesome.

SECT. 60. No person shall permit any box, cask, or other receptacle, or any vehicle, or any horse, or other beast, to

stand or remain within the market limits on any part of the Lord's day or of the evening of such day; nor shall any person carry on any business within said limits after the hour prescribed by the board of aldermen for closing the market, except during the evenings immediately preceding Thanksgiving day and Christmas day.

SECT. 61. No person shall, within the market limits, play at any game, or lie down, or sleep, or behave in a noisy, disorderly, or riotous manner, or scuffle, or throw any missile, or thing whatsoever. Nor shall any person in any market-house within said limits smoke, or have a lighted pipe or cigar in his possession; nor shall any itinerant pedler frequent or tarry within the said limits.

SECT. 62. No person shall, within the market limits, neglect, or refuse, to obey or comply with any order or direction of the superintendent, or either of his deputies, given under the authority of any statute, or ordinance, or of any regulation of the board of aldermen.

Public Grounds.

SECT. 63. No person shall, in or upon any of the public grounds, make any public address, discharge any cannon or fire-arm, expose for sale any goods, wares, or merchandise, or erect or maintain any booth, stand, tent, or apparatus for purposes of public amusement or show, except in accordance with a permit from the mayor.

SECT. 64. No person shall walk, stand, or lie on the grass, nor engage in a game of ball, football, or other athletic sport upon the common or public garden, except in accordance with a permit from the mayor.

SECT. 65. No person shall, in or upon any of the public grounds: —

Drop, place or throw, and suffer to remain, any dirt, gravel, stones, paper, refuse, or offensive matter of any kind.

Suffer any animal in his charge to feed or go at large.

Propel any vehicle for conveying burdens.

Cut, break, or remove the ice in or from any pond thereon.

Climb any tree or fence.

Except under the direction of the superintendent of public grounds.

Reservoirs, Hydrants, and Water-pipes.

SECT. 66. No person shall fish in the Chestnut-hill reservoir, or discharge a gun or fire-arm on the same or on the grounds connected therewith.

SECT. 67. No person shall bathe in the Chestnut-hill reservoir, or place or use a boat therein, or throw dirt, rubbish, filth, or offensive matter, or commit a nuisance, therein.

SECT. 68. No person shall drive a team, cart, wagon, or other vehicle for the conveyance of burdens upon the drive-way or within the grounds of the Chestnut-hill reservoir.

SECT. 69. No person shall drive or conduct a funeral, or a hearse or carriage connected with a funeral, on the drive-way of the Chestnut-hill reservoir.

SECT. 70. No owner or other person having for the time being the charge or use of a horse or other animal shall drive or permit such horse or animal to go at a greater rate of speed than eight miles an hour upon the drive-way or within the inclosure of the Chestnut-hill reservoir.

SECT. 71. No person shall injure, deface, or destroy any tree, shrub, grass, path, or fence on the grounds connected with the Chestnut-hill reservoir, or dig or carry away the sward, gravel, rock, stones, sand, turf, or earth thereon, or commit a nuisance thereon.

SECT. 72. No person shall climb a tree on the grounds connected with the Chestnut-hill reservoir, or tie a horse or other animal to a tree or fence on said premises.

SECT. 73. No person shall post a bill, placard, or advertisement within the grounds connected with the Chestnut-hill reservoir.

SECT. 74. No person shall injure a public reservoir, or break and enter the same, or draw off, or cause to be removed, any of the water therefrom.

SECT. 75. No person shall make an opening or connection with a pipe or reservoir, or turn on or turn off the water in any water-pipe or reservoir.

SECT. 76. No person shall, except in case of fire, open a hydrant, or lift or remove the cover of a hydrant.

SECT. 77. No person shall draw or use water from any pipe or fixture connected with the water supply of the city of Boston except by permission of the water registrar.

SECT. 78. No person shall discharge water through a hand hose, except in accordance with the orders of the Boston water board in force at the time of such discharge.

Notices and Placards.

SECT. 79. No person shall post up or affix in any manner, paint, print, or write, or cause to be painted, printed, or written, a notice, advertisement, or bill, upon a post, pole, fence, wall, or building in the city, unless he has previously obtained the consent of the person or persons having possession of such post, pole, fence, wall, or building.

SECT. 80. No person shall, without the consent of the mayor, post up, or affix in any manner, or paint, print, or write, or cause to be painted, printed, or written, a notice, advertisement, or bill, upon a curbstone, sidewalk, tree, telegraph-pole, or lamp-post, in a street or public place, or upon a walk, fence, or building belonging to the city.

Dogs and Other Animals.

SECT. 81. No person shall own or keep in the city any dog which by barking, biting, howling, or in any other manner, disturbs the quiet of any person.

Junk and Second-hand Articles.

SECT. 82. No person dealing in junk, old metals, or second-hand articles shall have his shop open for the transaction of business; nor shall he purchase any of the aforesaid articles, except between sunrise and nine o'clock in the evening of any week day except Saturday, on which day such shop may be kept open, and such articles purchased, from sunrise until ten o'clock in the evening.

Hawkers and Peddlers.

SECT. 83. No person shall hawk or peddle any of the articles enumerated in section one of chapter sixty-eight of the public statutes, until he has recorded his name and residence with the board of health, and been assigned by said board a number.

SECT. 84. No person hawking, peddling, or selling, or exposing for sale, any articles enumerated in section one of chapter sixty-eight of the public statutes, shall cry his wares to the disturbance of the peace and comfort of the inhabitants of the city of Boston.

SECT. 85. No hawker or peddler shall carry or convey any articles enumerated in section one of chapter sixty-eight of the public statutes in any manner that will tend to injure or annoy the public health or comfort, nor otherwise than in vehicles or receptacles which are neat and clean and do not leak, and which have printed on them in letters and figures at least two inches in height the name of the person selling, and the number given him by the board of health, and which are approved on the first Monday in every month by the board of health.

Selling Hay, Straw, or Bark.

SECT. 86. No person shall in any street stand for the sale of hay, or straw, or wood, or bark, except in accordance with an order of the board of aldermen.

Camphene, Petroleum, and Explosive Compounds.

SECT. 87. No person shall manufacture, refine, mix, store, or keep any petroleum, camphene, burning-fluid, or naphtha for sale or store within the city, except in accordance with the ordinances, and with a permit from the board of fire commissioners.

SECT. 88. No person shall manufacture or sell, or expose for sale, any gun-cotton, nitro-glycerine, or any compound of the same, nor any fulminate or substance, except gunpowder, intended to be used by exploding or igniting it, in order to produce a force to propel missiles, or to rend substances apart, except in accordance with a permit from the board of fire commissioners approved by the board of aldermen; nor shall any person send or carry through the public streets any such substance, except in the manner and in the quantities allowed by statute or ordinance.

SECT. 89. No person shall sell to any child under the age of sixteen years, without the written consent of a parent or guardian of such child, any cartridge, or fixed ammunition, of which any fulminate is a component part, except paper-caps, of which the only component parts are chlorate of potash and sulphide of antimony, or any gun, pistol, or other mechanical contrivance arranged for the explosion of such cartridge, ammunition, or fulminate.

SECT. 90. No person shall in any street explode, or so place or deposit that explosion can occur, any torpedo, percussion cap, or other mechanical contrivance whereof any form of detonator is a part.

Fire-Arms, Bonfires, and Brick-Kilns.

SECT. 91. No person shall fire or discharge a cannon, gun, fowling-piece, or fire-arm, within the limits of the city, except at a military exercise, or review, authorized by the military authority of the commonwealth, or by the city council or mayor of the city, or in the lawful defence of the person, family, or property of a citizen.

SECT. 92. No person shall make a bonfire, or other fire, in a street, or on a wharf, within the city, except in accordance with a permit from the board of fire commissioners.

SECT. 93. No person shall erect, make, or fire, or cause to be erected, made, or fired, within the city, a brick-kiln, or lime-kiln, except in accordance with a permit from the board of fire commissioners.

Fire Department Apparatus, Combustible Material.

SECT. 94. No person shall, without authority from the board of fire commissioners, open, or in any way interfere with, a signal-box, wire, or any other thing connected with the fire-alarm telegraph apparatus, except in case of fire.

SECT. 95. No person shall neglect or refuse to remove any combustible material, when ordered by the board of fire commissioners so to do, or obstruct any officer or member of the fire department in the discharge of his duties, or wilfully interfere with any engine, or other apparatus used by the members of the fire department in the discharge of their duties.

Wooden Buildings.

SECT. 96. No person shall erect, or in any manner alter, a wooden building outside the building limits of the city, in violation of the requirements of the ordinances of the city, nor except in accordance with a permit from the inspector of buildings.

Ward Rooms.

SECT. 97. No person not included in a call for a meeting held under a permit granted by the superintendent of public buildings, and no person, when objection is made by the major part of such of the applicants for such permit as are present at the meeting, or by the presiding officer of such meeting, shall mark, vote, or remain at such meeting.

SECT. 98. No person, other than the superintendent of public buildings, or some person by him duly authorized, shall carry away, or interfere with, a copy of a list of voters posted or hung up in a ward-room.

Penalty for Violations.

SECT. 99. Whoever violates any provision of this chapter shall be punished by a fine not exceeding twenty dollars for each offence.

CITY OF



BOSTON.

REPORT

OF THE

CITY ARCHITECT

IN

RELATION TO PLANS FOR SCHOOL BUILDINGS.

ARCHITECT'S DEPARTMENT,
CITY OF BOSTON, March 12, 1890.

In reply to the order of the Common Council, offered by Councilman Samuel H. Wise, of Ward 14, as to what plans are being prepared for new school buildings and upon what basis of cost, etc., the following statement is submitted:—

Plans for the following school buildings are in course of preparation and upon which no contracts have been awarded:—

Primary School, Orient Heights, Ward 1.

Primary School, Lamson and Sumner streets, Ward 2.

Primary School, Cumberland and St. Botolph streets, Ward 11.

Primary School, Bowe and Wyman streets, Ward 23.

Primary School, Harold and Homestead streets, Ward 21.

Primary School, Glen road, Ward 23.

Primary School, Rutherford avenue and Cambridge street, Ward 4.

Grammar School, Green and Chestnut streets, Ward 23.

Grammar School, Welles avenue and Washington street, Ward 24.

The foundations of the last-named building were built by order of the School Board from a special appropriation made last year.

The basis of cost upon which the appropriations for the above buildings has been called for was arrived at by the comparative cost of buildings previously built of a similar kind, size, and character. There now are but two school buildings in process of erection: the Horace Mann School on Newbury street, Ward 11, and the Roxbury High School on Warren street, Ward 21, on neither of which any further appropriations will be necessary.

Respectfully submitted,

HARRISON H. ATWOOD,
City Architect.

IN COMMON COUNCIL, March 13, 1890.

Assigned to the next meeting, and ordered to be printed.

Attest:

JOSEPH O'KANE,
Clerk of the Common Council.

CITY OF



BOSTON.

REPORT

OF THE

CITY ARCHITECT

IN

RELATION TO CONTRACTS ON THE THOMAS N. HART
SCHOOL-HOUSE.

ARCHITECT'S DEPARTMENT,
CITY OF BOSTON, March 12, 1890.

In reply to the order of the Common Council, offered by Councilman Michael B. Gilbride, of Ward 8, as to the date, number, amount, and nature of the contracts on the Thomas N. Hart Grammar School, corner of H and Fifth streets, South Boston, the following statement is submitted; in explanation I would simply add that the contracts given below are all that the department has ever considered as such, and that in addition to them are several bills for changes made or for additional work done under the original contracts, which have been construed by some people as within the meaning of the term "contract," but which have never been so regarded by this department: —

Mr. A. H. Vinal was City Architect from 1883 to September 28, 1888, when Mr. Charles J. Bateman was confirmed; he took office October 1, 1888, and remained until the eighteenth day of May, 1889, when the present incumbent took office.

J. H. Ryan was inspector from August 25, 1888, to December 15, 1888 (died January 7, 1889).

George McDonnell was inspector from December 16, 1888, to June 29, 1889.

John H. Laskey was inspector from July 1, 1889, to August 17, 1889.

J. J. Donovan was inspector from August 17, 1889, to December 6, 1889.

CONTRACTS AWARDED.

Under Mr. Vinal.

1888.	
April 21. — Donahue Bros. & Co., masonry .	\$33,500 00
May 10. — Jeremiah Carew, freestone . . .	4,883 00
May 10. — Rockport Granite Co., cut granite .	1,524 00
May 24. — Chelmsford Foundry Co., iron-work,	2,960 00
June 20. — Gifford & Lawrence, rough carpentry	10,365 00
August 10. — John Farquhar's Sons, roofing .	1,893 00
September 5. — John White, painting . . .	1,375 00
September 15. — D. A. Young & Co., copper-work, gutters and conductors,	1,600 00
September 21. — E. B. Badger & Son, copper hips and finials	335 00

Under Mr. Bateman.

1888.	
December 12. — W. L. Clark & Co., mason-work for boilers	\$340 00
December 12. — Ingalls & Kendricken, boilers,	1,690 00
1889.	
January 7. — M. & H. H. Collins, iron pipes .	990 00
January 10. — Otis Bramhall, iron stairs . .	1,980 00
January 15. — E. B. Badger & Son, panels . .	97 00
February 9. — D. A. Horgan, plumbing . . .	1,927 00
February 9. — Ingalls & Kendricken, steam heating	4,246 00
December 15. — D. A. Young & Co., ventilation	1,600 00
March 25. — Thomas O'Hearn, plastering basement	185 00
April 16. — Wilkins & Gillespie, oiling brick-work	100 00
May 2. — J. J. Cuddihy, stone for trenches .	117 00
January 25. — W. E. Bartlett, gas-piping . .	250 00
April 26. — Gifford & Lawrence, building tanks,	100 00

Under Mr. Atwood.

1889.	
June 14. — Seth W. Fuller, speaking-tubes and bells	\$275 00
June 20. — Simpson Bros., asphalt floor . .	1,350 00

June 21. — James O'Brien, lathing and plastering	\$1,975 00
June 29. — Gifford & Lawrence, finished carpentry	13,780 00
July 2. — W. K. Orcutt, lightning-rods	317 00
July 19. — D. A. Horgan, reconstructing drains	1,700 00
August 7. — W. E. Bartlett, stand-pipe	250 00
August 13. — C. W. Trainer & Co., steam-pipe covering	663 50
August 24. — Henry M. Harper, glazing	1,200 00
September 28. — Magnesio-Calcite Fire-Proof Co., fire-proofing	3,000 00
October 21. — D. A. Doherty, blackboards	587 00
November 9. — Andrew Jackson, tinting walls, ...	321 00
October 30. — P. W. Hernan, whitewashing and pointing walls	215 00

Additional Work under Mr. Vinal — Donahue Bros. & Co., Contractors.

1888.

July 12. — Digging extra depth, 45 squares	\$316 75
July 12. — 23 5-6 perch granite	190 67
July 12. — 2,120 hard brick laid	46 64
July 12. — 45 $\frac{1}{4}$ square filling	113 13
July 25. — Resetting underpinning	33 00
August 19. — Iron beams	24 00
December 21. — Cutting holes for goosenecks	19 00

Additional Work under Mr. Bateman — Donahue Bros. & Co., Contractors.

1889.

March 14-26. — Cutting out iron beams in stairs	\$98 18
March 15. — Resetting foundations for stairs	8 75
March 15. — Supports for soil-pipes	5 00
April 5. — Cutting out holes for soil-vents	7 75
April 19 and 20. — Resetting stone cop in front of building	48 75
April 19 and 20. — Cutting 92 holes for ventilation	184 00
April 19 and 20. — Setting 90 frames in ventilation holes	105 00
April 19 and 20. — Cutting 3 holes in wall	9 00
April 19 and 20. — Laying vestibule floor in blue flagging	225 00

*Ingalls & Kendrick's Contract.***1888.**

December 12. — Additional smoke-pipe .	\$160 00
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*Otis Bramhall's Contract.***1889.**

January. — Additional iron-work	\$45 89
January. — Cutting beam	72 00
January. — Putting up beams and fixing plat- forms	55 40
January. — Altering posts and hand-rails .	168 00
January. — Furnishing 2 rails	40 00
January. — Furnishing 2 beams, 4 plates, and angles and labor on same	32 80

*Jeremiah Carew's Contract.***1889.**

February 9. — Making inside jambs of door solid	\$170 00
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*Gifford & Lawrence's Contract.***1888.**

November 15. — Changing furring	\$300 00
May 4. — Register openings	86 13
May 4. — Running plumbers' boards for pipes .	28 13
May 4. — Stair treads and platforms	9 31
May 4. — Setting extra partitions	45 00
May 4. — Cutting out for water-pipes	10 50

*Additional Work under Mr. Atwood.***1889.**

June 1. — Ventilating plumbing fixtures . . .	\$635 63
June 1. — Furnishing 9 additional slate sinks, and plumbing the same	356 00
June 14. — Temporary water-closet	48 00
June 19. — Furnishing 30 extra urinals . . .	1,479 00
July 16. — Furnishing 38 universal valves for water-closet supplies	315 00
November 1. — Slop safes	16 00

*James O'Brien's Contract.***1889.**

August 2. — Fire-proofing walls	\$125 00
October 2. — Furnishing stucco centre-piece .	10 00

*Andrew Jackson's Contract.***1889.**

December 6. — Tinting frieze	\$67 00
December 6. — Tinting master's room . . .	78 00
December 6. — Washing floors	5 00

H. M. Harper's Contract.

November 1. — Glazing transoms and doors . \$185 00

C. W. Trainer's Contract.

November 30. — Painting and repairing . \$65 00

Gifford & Lawrence's Contract.

1889.

October 4. — Changing platform . \$65 00

October 8. — Laying quarter oak floor in vestibule . 15 00

October 12. — Putting on sash sockets, lifts, and rubber bunters on 38 water-closets . 38 00

John White's Contract.

September 5. — Painting . \$275 00

Respectfully submitted,

HARRISON H. ATWOOD,
City Architect.

IN COMMON COUNCIL, March 13, 1890.

Assigned to the next meeting, and ordered to be printed.

Attest:

JOSEPH O'KANE,
Clerk of the Common Council.

CITY OF



BOSTON.

WEST END STREET RAILWAY COMPANY.

THIRTY-EIGHTH LOCATION.

IN BOARD OF ALDERMEN, March 17, 1890.

The Committee on Railroads, to whom was recommitted the petition of the West End Street Railway Company for a location for tracks in Portland street, respectfully recommend the passage of the following order.

For the Committee,

A. A. FOLSOM,

Chairman.

Ordered, That in addition to the rights heretofore granted the West End Street Railway Company to lay down tracks in the city of Boston, said company shall have the right to lay down, maintain, and use tracks on Portland street, with curves connecting the same with tracks now existing on Sudbury, Hanover, Market, Chardon, and Merrimac streets, said tracks and curves being shown by red lines on a plan made by A. L. Plimpton, dated Jan. 30, 1890, and deposited in the office of the Superintendent of Streets.

The right to lay down the tracks located by this order is upon condition that the whole work of laying the same, the form of rail to be used, and the kind and quality of material used in paving said tracks shall be under the direction and to the satisfaction of the Superintendent of Streets, and shall be approved by him. Also upon condition that said West End Street Railway Company shall accept this order of location, and shall agree, in writing, to comply

with the conditions herein contained, and shall file said acceptance and agreement with the City Clerk within thirty days from the passage of this order; otherwise it shall be null and void.

Passed. Approved by the Mayor, March 18, 1890.

A true copy.

Attest :

JOHN T. PRIEST,
Ass't City Clerk.

A REPORT
OF THE
RECORD COMMISSIONERS

OF THE
CITY OF BOSTON,

CONTAINING

DORCHESTER BIRTHS, MARRIAGES, AND DEATHS
TO THE END OF 1825.



BOSTON:
ROCKWELL AND CHURCHILL, CITY PRINTERS.
1890.



A REPORT
OF THE
RECORD COMMISSIONERS.

This volume, being the Twenty-first Report of the Record Commissioners, contains, it is hoped, every entry of birth, marriage, and death recorded as happening in the town of Dorchester before the end of the year 1825, and now found in the office of the City Registrar of Boston. Of the earliest entries (pages 1-4, and 20), the original record no longer exists, and they are only known in a copy. The rest of the book is printed directly from the original records in three volumes of manuscript. The first contains births 1646-83, marriages 1663-83, deaths 1657-83; the second contains the years 1684-1744, and the third 1745-1825.

For most of the time the records were fairly well kept, and the writing and spelling are so good as to leave hardly a single name in doubt. But Robert Searle, who was town-clerk from 1693 to 1708, was a very poor writer, and had a peculiar system of spelling (shown on page 122), which has been followed except in the matter of capital letters. To omit these in print, as he did in writing, would be simply a deformity with no desirable result, as the original volumes are easily accessible. After 1805, baptisms are mixed with births, so that it is sometimes hard to say which was meant; and entries are often made out of place, wherever a blank space could be found. An earnest effort was made to print everything in chronological order, but this has not been perfectly done, as some entries were found too late to be put

in their proper places, especially in the later years, when a whole family of children were baptized together. The same birth is also often recorded twice, and even three times. Most of the duplicate entries have been omitted.

Great care has been taken with the index, which it is hoped will be found correct and meet with general approval. Various spellings of a name have been usually grouped together, but readers are warned that they may possibly find names intended for the same entered separately under different spellings. It is hoped that none have been wrongly grouped.

The first volume of the records of the First Church of Dorchester, coming down to 1730, has been going through the press at the same time as this volume, under the charge of the Rev. Charles H. Pope. It will be found a fitting and useful companion to the town-records.

WILLIAM S. APPLETON,
For the Record Commissioners.

CITY HALL, BOSTON, September, 1890.

DORCHESTER

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

Mary, the daughter of Richard Baker & Faith his wife was Born the 27th. (2d.) 1643.

Mary, the daughter of Roger Billing & Mary his wife was Born the 10th. (5th.) 1643; and Died the 4th. (10th) 1643.

Thomas, the son of Thomas Bird & Anne his wife was Born the 4th. (3d.) 1640.

John, the son of Thomas Bird & Anne his wife was Born the 11th. (1st.) 1641.

Salathiel, the son of John Bradley & Catherine his wife was Born 16th. (1st.) 1641; & Died 1st. (3d.) 1642.

Joanna, the daughter of John Capan & Radigon his wife was Born the 3d. (8th.) 1638; & Died 19th. (9th.) 1638.

John, the son of John Capan & Radigon his wife was Born the 21st. (8th.) 1639.

Bernard Capon Died, 8th. (9th.) 1638.

Sarah, the daughter of Nicholas Clap & Sarah his wife was Born the 31st. (10th.) 1637.

Nathaniel, the son of Nicholas Clap & Sarah his wife was Born the 15th. (7th.) 1640.

Prudence, the daughter of Edward Clap & Prudence his wife was Born 28th. (10th.) 1637.

Ezra, the son of Edward Clap & Prudence his wife was Born 22d. (3d.) 1640.

Samuel, the son of Roger Clapp & Joan his wife was Born 11th. (8th.) 1634.

William, the son of Roger Clap & Joan his wife was Born the 2d. (5th.) 1636; and Died 22d. (7th.) 1638.

Elizabeth, the daughter of Roger Clap & Joan his wife was Born 22d. (4th.) 1638.

Experience, the daughter of Roger Clap & Joan his wife was Born 23d. (6th.) 1640; & Died 1st. (9th.) 1640.

Waitstill, the son of Roger Clap & Joan his wife was Born 22d. (8th.) 1641; & Died 9th (6th) 1643.

Preserved, the son of Roger Clap & Joan his wife was Born 23d. (9th.) 1643.

Mehitable, the daughter of Thomas Clark & Mary his wife was Born 18th. (2d.) 1640.

Elizabeth, the daughter of Thomas Clark & Mary his wife was Born 22d. (3d.) 1642.

Sarah, the daughter of William Clark & Sarah his wife was Born 21st. (4th.) 1638.

Jonathan, the son of W^m. Clark & Sarah his wife was Born 1st. (8th.) 1639.

- Nathaniel, the son of Wm. Clark & Sarah his wife was Born 27th. (11th.) 1641.
- Experience, the daughter of Wm. Clark & Sarah his wife was Born 30th. (1st.) 1643.
- Samuel, the son of Austin Clement & Elizabeth his wife was Born 29th. (7th.) 1635.
- John, the son of Austin Clement & Elizabeth his wife was Born the 21st. (8th.) 1639.
- Joanna, the daughter of Austin Clement and Elizabeth his wife Died the 19th. (9th.) 1638.
- Experience, the daughter of Richard Collecot & Thomasin his wife was Born 29th. (7th.) 1641.
- Dependance, the son of Richard Collecot & Thomasin his wife was Born 5th. (5th.) 1643.
- Joanna, the wife of Richard Collecot Died 5th (6th.) 1640.
- Susanna, the daughter of Henry Cunlith & Susanna his wife was Born the 15th. (1st.) 1644.
- Elizabeth, the daughter of Richard Curtes & Elizabeth his wife was Born 17th. (5th.) 1643.
- Sarah, the daughter of Thomas Davenport & Mary his wife was Born 28th (10th.) 1643.
- Isaac, the son of Thomas Dickerman & his wife was Born (9th.) 1637.
- Mary, the daughter of Richard Evans & Mary his wife was Born 19th. (11th.) 1640.
- Matthias, the son of Richard Evans & Mary his wife was Born 11th. (12th.) 1643.
- Jonathan, the son of John Farnum & Elizabeth his wife was Born 16th. (11th.) 1638.
- Joanna, the daughter of John Farnum & Elizabeth his wife was Born 3d. (1st.) 1644.
- Hannah, the daughter of John Farnum & Elizabeth his wife was Born 9th. (9th.) 1642.
- Mary, the daughter of Joseph Farnworth & Elizabeth his wife was Born 30th. (1st.) 1637.
- Hannah, the daughter of Joseph Farnworth & Elizabeth his wife was Born 14th. (10th.) 1638.
- Rebecca, the daughter of Joseph Farnworth & Elizabeth his wife was Born 2d. (11th.) 1639.
- Ruth, the daughter of Joseph Farnworth & Elizabeth his wife was Born 3d. (4th.) 1642.
- Eliezer, the son of Barnabas Fower & Dinah his wife was Born 18th (7th.) 1642.
- Dinah, the wife of Barnabas Fower Died 27th. (7th.) 1642.
- John, the son of John French & Grace his wife was Born 28th. (12th.) 1640.
- Thomas, the son of John French & Grace his wife was Born 10th. (5th.) 1643.
- Jonathan the son of Rob^t. Fuller & Anne his wife was Born 15th. (6th.) 1643.
- Joseph, the son of Humphrey Gallop & Anne his wife was Born anno 1633.
- Pelatiah, the son of John Glover & Anne his wife was Born the — (7th.) 1636.
- Bethel, the daughter of Richard Hewes & Anne his wife was Born 27th. (5th.) 1637.
- Deliverance, the daughter of Richard Hewes & Anne his wife was Born 11th. (4th.) 1640.
- Constant, the daughter of Richard Hewes & Anne his wife was Born 17th. (5th.) 1642.

Samuel, the son of John Hill & Frances his wife was Born the year 1640.

Hannah, the daughter of John Hill & Frances his wife was Born 1641.

Mercy, the daughter of John Hill was Born 1642.

John, the son of John Holman & Anne his wife was Born 23d. (12th.) 1637.

Anne, the wife of John Holman Died 1st. (10th.) 1639.

Thomas, the son of John Holman & his wife was Born 6th. (6th.) 1641.

Abigail, the daughter of John Holman & his wife was Born 1642.

Sarah, the daughter of Jonas Humphrey & Frances his wife was Buried (7th.) 1638.

Hannah, the daughter of Thomas Jones & Ellen his wife was Born 28th. (1st.) 1636.

Rebecca, the daughter of Thomas Jones & Ellen his wife was Born 9th. (12th.) 1641.

Thomas, the son of Thomas Jones & Ellen his wife Died 24th. (5th.) 1635.

Eldad, the son of John Kingslow was Born 1638.

Renewed, the daughter of John Kingslow was Born 19th. (1st.) 1644.

Eliezer, the son of Richard Mather & Katherine his wife was Born 1638.

Joseph, the son of John Maudsley & Elizabeth his wife was Born 1638.

John, the son of Thomas Millet & Mary his wife was Born the 8th. (5th.) 1635.

Jonathan, the son of Thomas Millet & Mary his wife was Born 27th. (5th.) 1638. & Died 15th. (6th.) 1638.

Mary, the daughter of Thomas Millet & Mary his wife was Born 26th. (6th.) 1639.

Mehetabel, the daughter of Thomas Millet & Mary his wife was Born 14th. (1st.) 1641.

Hopestill, the son of Edmund Mannings & Mary his wife was Born 15th. (2d.) 1637.

Returned, the son of Edmund Mannings & Mary his wife was Born 7th. (7th.) 1640.

Takeheed, the son of Edmund Mannings & Mary his wife was Born 20th. (8th.) 1642.

Deborah, the daughter of Robert Pearce & Anne his wife was Born (12th.) 1639. & Died 15th. (2d.) 1640.

Joseph, the son of John Pearce & Parnell his wife was Born 30th. (8th.) 1631.

Abigail, the daughter of John Pearce & Parnell his wife was Born 17th. (5th.) 1633.

John, the son of John Pearce & Parnell his wife was Born 3d. (1st.) 1634. & Died 30th. (1st.) 1634.

Nehemiah, the son of John Pearce & Parnell his wife was Born 12th. (5th.) 1637. & Died (8th.) 1639.

Parnell the wife of John Pearce Died (8th.) 1639.

Mary, the daughter of John Pearce & Mary his wife was Born 6th. (1st.) 1638.

Nehemiah, the son of John Pearce & Mary his wife was Born 17th. (11th.) 1631.

Mary, the daughter of John Phillips & Joanna his wife was Born (2d.) 1633. & Died (4th.) 1640.

John, the son of John Phillips & Joanna his wife was Born (2d.) 1635.

Israel, the son of John Phillips & Joanna his wife was Born 3d. (4th.) 1642 & Died (7th.) 1643.

Mary, the daughter of John Phillips & Joanna his wife was Born (2d.) 1636: & Died (2d.) 1636.

Deborah, the daughter of Will'm Pilsberry & Dorothy his wife was Born 16th. (2d.) 1642.

- Job, the son of Will'm Pilsberry & Dorothy his wife was Born 16th. (8th.) 1643.
- Abigail, the daughter of George Proctor & Edeth his wife was Born 24th. (6th.) 1637.
- Thomas, the son of George Proctor & Edeth his wife was Born 16th. (10th.) 1637.
- Samuel, the son of George Proctor & Edeth his wife was Born 8th. (9th.) 1640.
- Thomas, the son of John Pope & Alice his wife was Born 27th. (10th.) 1643.
- John, the son of John Pope & Jane his wife was Born 30th. (4th.) 1635.
- Nathan, the son of John Pope & Jane his wife (5th) 1641.
- John Sough Died 1635.
- Mary Smith, the daughter of Lawrence Smith & Mary his wife was Born 28th. (12th.) 1642.
- Samuel, the son of Will'm Sumner & Mary his wife was Born 18th. (3d.) 1638.
- Increase, the son of William Sumner & Mary his wife was Born 23d. (12th.) 1642.
- Thomas, the son of Thomas Swift & Elizabeth his wife was Born 17th. (4th.) 1635.
- Obadiah, the son of Thomas Swift & Elizabeth his wife was Born 16th. (5th.) 1638.
- Elizabeth, the daughter of Thomas Swift & Elizabeth his wife was Born 26th. (12th.) 1640.
- Ruth, the daughter of Thomas Swift & Elizabeth his wife was Born 24th (6th.) 1643.
- Jonathan, the son of Clement Taplif & Sarah his wife was Born (2d.) 1637.
- Sarah, the daughter of Clement Taplif & Sarah his wife was Born (3d.) 1639.
- Obedience, the daughter of Clement Taplif & Sarah his wife Born (8th.) 1642.
- Hannah, the daughter of Thomas Tolman & Sarah his wife was Born 27th. (5th.) 1642.
- Praise ever, the son of Jeoffery Turner & Isabell his wife was Born 22d. (3d.) 1640.
- Increase, the son of Jeoffery Turner & Isabell his wife was Born 16th. (8th.) 1642.
- Anna, the daughter of Nicholas Upsal & Dorothy his wife was Born (12th.) 1635.
- Elizabeth, the daughter of Nicholas Upsal & Dorothy his wife was born (12th.) 1637.
- Susanna, the daughter of Nicholas Upsal & Dorothy his wife was Born 7th. (12th.) 1639.
- Experience, the son of Nicholas Upsal & Dorothy his wife was Born 19th. (1st.) 1640.
- Mary, the daughter of Henry Wright & Elizabeth his wife was Born 1st. (2d.) 1635.
- Samuel, the son of Henry Wright & Elizabeth his wife was Born 14th. (12th.) 1636.
- Recompense, the son of William Osborne & Frediswerd his wife was born May 26th. being Sabbath day, about six of the Clock in the afternoon.
- John* Blackman the Son of John Blakeman was Born the 10 (6) 1656.
- Martha Hall the Daughter of Richard Hall was Born the 12 (6) 1648.

* The original records begin with this entry.

- Samuel Hall the Son of Richard Hall was Born the 1 (1) 1651.
 Elizabeth Hall the Daughter of Richard Hall was Born the 20th. (10) 1653.
- Samuel Trescott the Son of William Trescott was Born the 4 (9) 1646.
 Mary Trescott the Daughter of William Trescott was Born the 23: 2: 1649.
- John Trescott the Son of William Trescott was Born the 21: 8 1651.
 Patience Trescott the Daughter of William Trescott was Born the 7: 3: 1653.
- Abigail Trescott the Daughter of William Trescott was Born the 5: 9: 1656.
- Samuel Blake the Son of William Blake was Born the 14: 3: 1650.
 Anna Blake the Daughter of William Blake was Born the 6: 1: 1652; or 1653.
- Mary Blake the Daughter of William Blake was Born the 20: 1: 1654; or 1655.
- William Blake the Son of William Blake was Born the 22: 12: 1656.
- James Blake the Son of James Blake was Born the 15: 6: 1652.
- John Blake the Son of James Blake was Born the 16: 1: 1656, or 1657.
- Preserved Rush the Son of Jasper Rush was Born the 24: 7: 1651.
- Elizabeth Rush the Daughter of Jasper Rush was Born the 24: 8: 1653.
- Samuel Gulliford the Son of Anthony Gulliford was Born the 14: (12) 1650.
- Stephen Gulliford the Son of Anthony Gulliford was Born the 19 (4) 1653.
- Lydia Gulliford the Daughter of Gulliford was Born the
 Unite Clap the Son of Roger Clap was born the Thirteenth Day of
 October 1656.
- Mehetabel Davenport the Daughter of Thomas Davenport was Born the
 14: 12: 1656.
- Sarah Tratt the Daughter of Thomas Tratt was Born the 16: 11: 1653.
- Mary Tratt the Daughter of Thomas Tratt was Born the 26: 11: 1656.
- Preserved Capen the Son of John Capen was Born the 4: 1: 1656 or 1657.
- William Clarke the Son of William Clarke was Born the 3: 5: 1656.
- Martha Minott the Daughter of John Minott was Born the 22: 7: 1657.
- Hannah Munings the Daughter of Mahalaleel Munings was Born the
 23: 7: 1657.
- Elizabeth Weekes the Daughter of Ammiel Weekes was Born the 18: 8: 1657.
- Thankfull Rush the Daughter of Jasper Rush was Born y^e 21: 8: 1657.
- Mary Pond the Daughter of Robert Pond was Born the 14: 5: 1657.
- Eliezer Daniel the Son of William Daniel was Born the 25: 5: 1657.
- Abigail Sumner the Daughter of Roger Sumner was Born the 16: 9: 1657.
- Roger Billing the Son of Roger Billing was Born the 18: 9: 1657.
- Eliezer Wales the Son of Timothy Wales was Born the 25: 10: 1657.
- Jonathan Way the Son of Richard Way was Born the 29: 10: 1657.
- Ann Ellen the Daughter of Nicolas Ellen was Born the 3: 11: 1657.
- Mary Brecke the Daughter of Thomas Brecke was Born the 17: 10: 1657.
- Richard Davis the Son of Richard Davis was Born the 5: 11: 1657.
- Elizabeth Pond & Martha Pond the Daughters of William Pond were
 Born the 17: 12: 1657.
- Waiting Plumb the Daughter of John Plumb was Born the 14: 9: 1657.
- Nathaniel Badcocke the Son of Robert Badcocke was Born the 14: 1: 1657 or 1658.
- Susanna Lyon the Daughter of Peter Lyon was Born the 25: 1: 1658.
- George Badcocke the Son of George was Born 26: 12: 1657.
- John Pope the Son of John Pope was Born the 1: 5: 1658.

Patience Laurence the Daughter of Nicolas Laurence was Born the 13 : 4 : 1658.

Isaac Curtis the Son of Richard Curtis was Born the 17 : 4 : 1658.

Nathaniel Mather the Son of Timothy Mather was Born the 2 : 7 : 1658.

Samuel Huens the Son of Jacob Huens was Born the 9 : 6 : 1658.

Comfort Foster the Son of Hopestill Foster was Born the 28 : 7 : 1658.

Elizabeth Blake the Daughter of James Blake was Born the 3 : 8 : 1658.

Enoch Place the Son of Enoch Place was Born the 18 : 7 : 1658.

Jonathan Minott the Son of Stephen Minott was Born the 22 : 7 : 1658.

Mehetabel Rogers the Daughter of Jeremiah Rogers was Born the 6 : 8 : 1658.

Prudence Redman the Daughter of Robert Redman was Born the 17 : 6 : 1658.

John Weekes the Son of William Weekes was Born the 23 : 12 : 1651.

Elizabeth Weekes the Daughter of William Weekes was Born y^e 16 : 7 : 1653.

Mary Weekes the Daughter of William Weekes was Born the 10 : 9 : 1656.

Mary Lyon the Daughter of Peter Lyon was Born the 4 : 9 : 1650.

Elhanan Lyon the Son of Peter Lyon was Born the 23 : 7 : 1652.

Nathaniel Lyon the Son of Peter Lyon was Born the 28 : 10 : 1654.

Samuel Mather the Son of Timothy Mather was Born the 5 : 7 : 1651.

Richard Mather the Son of Timothy Mather was Born the 22 : 10 : 1653.

Catheren Mather the Daughter of Timothy Mather was Born the 6 : 11 : 1656.

Hannah Joans the Daughter of Isaac Joans was Born the 20 : 9 : 1658.

George Weekes the Son of William Weekes was Born the 26 : 9 : 1658.

John Wiswall the Son of Enoch Wiswall was Born the 10 : 10 : 1658.

Waitstill Smith the Daughter of John Smith was Born the 11 : 10 : 1658.

Joseph Capen the Son of John Capen was Born the 29 : 10 : 1658.

Elizabeth Browne the Daughter of Edmund Browne was Born the 31 : 10 : 1658.

Jonathan Blackman the Son of John Blackman was Born the 1 : 11 : 1658.

Sarah Beman the Daughter of Gamaliel Beman was Born the 19 : 11 : 1658.

Samuel Sumner the Son of Roger Sumner was Born the 5 : 12 : 1658.

Elizabeth Spure the Daughter of Robert Spure was Born the 4 : 11 : 1658.

Benjamin Merifeild the Son of Henry Merifeild was Born the 11 : 10 : 1658.

Jonathan Davenport the Son of Thomas Davenport was Born the 6 : 1 : 165⁸₉.

Sarah Clarke the Daughter of William Clarke was Born the 19 : 1 : 165⁸₉.

Anna Wainwright the Daughter of Thomas Wainwright was Born the 15 : 1 : 165⁸₉.

Jonathan Hall the Son of Richard Hall was Born the 8 : 2 : 1659.

James Minott the Son of James Minott was Born the 2 : 2 : 1659.

Israel Minott the Son of James Minott was Born the 28 : 8 : 1654.

George Minott the Son of James Minott was Born the 14 : 9 : 1656.

Mary Tichel the Daughter of Benjamin Tichel was Born y^e 8 : 1 : 165⁸₉.

Abigail Clap the Daughter of Edward Clap was Born y^e 27 : (2) 1659.

Content Wales the Daughter of John Wales was Born the 14 : (3) 1659.

Joshua Sanders the Son of Robert Sanders was Born y^e 17 : 1 : 1658 : or 1659.

Samuel Smith the Son of John Smith was Born y^e 18 : 1 : 1658 : or 1659.

Elizabeth Bowker the Daughter of Edmund Bowker was Born the 3 : 5 : 1659.

Nathaniel Blake y^e Son of William Blake was Born the 4 (5) 1659.

Philip Withinton the Son of Richard Withinton was Born the 26: 1: 1659.
 Judith Pond the Daughter of William Pond was Born the y^e 16 (8) 1659.
 Elizabeth Billing the Daughter of Roger Billing was Born the 27 (8) 1659.
 Jonathan Gulliford the Son of Anthony Gulliford was Born the 24 (6) 1659.
 John Crane the Son of Henry Crane was Born 30 (11: 1658.
 Prudence Stanton the Daughter of Robert Stanton was Born the 14 (4) 1659.
 Thomas Swift the Son of Thomas Swift was Born y^e 30 (5) 1659.
 Sarah Leadbetter the Daughter of Henry Leadbetter was Born the 20 (11) 1659.
 Samuel Plumb the Son of John Plumb was Born the 29 (11) 1659.
 Sheberiah Kebbey the Son of Henry Kebbey was Born the 2 (10) 1659.
 William Salesbury the Son of William Salesbury was Born the 14: (6) 1659.

1660.

Rachel Badcock the Daughter of George Badcock was Born the 8 (1) 1659 or 1660.
 Martha Pond the Daughter of Robert Pond was Born the 13 (2) 1660.
 Mary Modesley the Daughter of Thomas Modesley was Born the 31 (10) 1660.
 Martha Trescott the Daughter of William Trescott was Born the 8 (11) 1660.
 Enoch Wiswall the Son of Enoch Wiswall was Born the 10 (11) 1660.
 Deliverance Smith the Daughter of John Smith was Born the 21 (11) 1660.
 Jonathan Joans the Son of David Joans was Born the 9 (1) 1659 or 1660.
 Thomas Joans the Son of Isaac Joans was Born the 15 (1) 1659 or 1660.
 Thankfull Weekes the Daughter of Amiel Weekes was Born y^e 24 (2) 1660.
 Theophilus Pole the Son of Mr. William Pole was Born the 27 (3) 1660.
 Preserved Sumner the Son of Samuel Sumner was Born the 14 (3) 1660.
 Jonathan Blake the Son of James Blake was Born the 12 (5) 1660.
 William Smead the Son of William Smead was Born the 18 (5) 1660.
 Mary Huens the Daughter of Jacob Huens was Born the 9 (6) 1660.
 Nathaniel Laurence the Son of Nicolas Laurence was Born the 10 (6) 1660.
 Renew Weekes the Daughter of William Weekes was Born the 12 (6) 1660.
 Samuel Tratt the Son of Thomas Tratt was Born the 27 (6) 1660.
 Hannah Tuchel the Daughter of Benjamin Tuchel was Born the 8 (8) 1660.
 Caleb Badcocke the Son of Robert Badcocke was Born the 14 (6) 1660.
 Elizabeth Trowbridg the Daughter of James Trowbridg was Born y^e 12 (8) 1660.
 Supply Clapp the Son of Roger Clapp was Born the 30 (8) 1660.
 Standfast Foster the Son of Hopestill Foster was Born the 13 (9) 1660.
 Peter Place the Son of Enoch Place was Born the 16 (12) 1660.
 Ebenezer Lyon the Son of Peter Lyon was Born the 20 (12) 1660.

1661.

Ebenezer Davenport the Son of Thomas Davenport was Born the 26 (2) 1661.
 Joshua Clap the Son of Edward Clap was Born the 12 (3) 1661.
 Robert Spur the Son of Robert Spur was Born the 21 (2) 1661.
 Joseph Mather the Son of Timothy Mather was Born the 25 (3) 1661.

Mercy Redman the Daughter of Robert Redman was Born the 23 (3) 1661.

Richard Davis the Son of Richard Davis was Born the 26 (3) 1661.

Joseph Blackman the Son of John Blackman was Born the 27 (4) 1661.

Samuel Browne the Son of Edmund Browne was Born the 15 (5) 1661.

Elizabeth Vose the Daughter of Thomas Vose was Born the 8 (6) 1661.

Joseph Curtis the Son of Richard Curtis was Born the 4 (7) 1661.

Joseph Holmes the Son of Joseph Holmes was Born the 6 (9) 1661.

Constant Withington the Daughter of Richard Withington was Born the 16 (9) 1661.

Remember Swift the Daughter of Obadiah Swift was Born the 5 (10) 1661.

Rebekah Sumner the Daughter of Samuel Sumner was Born the 3 (11) 1661.

Experience Hall the Daughter of Richard Hall was Born the 30 (11) 1661.

Thankfull Pond the Daughter of William Pond was Born the 15 (11) 1661.

Ebenezer Joans the Son of Isaac Joans was Born the 20 (10) 1661.

Edmund Bowker the Son of Edmund Bowker was Born the 13 (10) 1661.

Samuel Clap the Son of Samuel Clap was Born the 22 (12) 1661.

1662.

Hannah Wiswall the Daughter of Enoch Wiswall was Born the 6 (2) 1662.

Edward Blake the Son of William Blake was Born the 13 (2) 1662.

James Bate the Son of James Bate was Born the 15 (2) 1662.

Susannah Salesbury the Daughter of William Salesbury was Born 27 (2) 1662.

Elizabeth Wales the Daughter of John Wales was Born the 1 (5) 1662.

Nicolas Laurence the Son of Nicolas Laurence was Born y^e 26 (4) 1662.

Stephen Minott the Son of John Minott was Born the 10 (6) 1662.

Elizabeth Joans the Daughter of David Joans was Born y^e 7 (7) 1662.

Amiel Weekes the Son of Amiel Weekes was Born the 15 (7) 1662.

Sarah Trescott the Daughter of William Trescott was Born y^e 13 (7) 1662.

William Minott the Son of James Minott was Born the 18 (7) 1662.

Jane Weekes the Daughter of William Weekes was Born y^e 30 (7) 1662.

Hannah Capen the Daughter of John Capen was Born the 1 (8) 1662.

Thomas Pearse the Son of Thomas Pearse was Born the 21 (6) 1662.

Katharine Leadbetter the Daughter of Henry Leadbetter was Born y^e 23 (2) 1662.

George Lyon the Son of George Lyon was Born the 16 (10) 1662.

Zipporah Billing the Daughter of Roger Billing was Born y^e 21 (3) 1662.

Samuel Smith the Son of John Smith was Born the 26 (10) 1662.

Hannah Baker the Daughter of Richard Baker was Born the 9 (11) 1662.

Elizabeth Homes the Daughter of Joseph Homes was Born the 25 (10) 1662.

Rest Swift the Daughter of Obadiah Swift was Born y^e 13 (10) 1662.

Mindwell Trowbridg the Daughter of James Trowbridg was Born the 20 (4) 1662.

Nathaniel the Son of Robert Searle was born the 9th. of the (4 mo :) 1662.

1663.

Mary Sumner the Daughter of George Sumner was Born the 12th. of y^e. 12th. 1663.

Daniel the Son of Daniel Fisher was Born the 22 day of the (10 Mo :) 1663.

Elizabeth the Daughter of Mr. Stephen Minott was Born the 9th. of the (9 mo :) 1663.

Moses the Son of William Chapley was Born 2^d. of (6 mo :) 1663.

Obadiah Hawes the Son of Obadiah Hawes was Born the 20 of August 1663.

1664.

Jonathan Clapp the Son of Deacon Edward Clapp was Born the 23 of the (1 mo :) 1664.

Mary the Daughter of Samuel Sumner was Born the 20 day of the (1 mo :) 1664.

John the Son of Samuel Clapp was Born the 16th of the (4 mo :) 1664.

Salter the Son of Robert Serle was Born the 26th of the (4 mo :) 1664.

Nathaniel the Son of Joseph Homes was Born the 21 of the (4 mo :) 1664.

John the Son of John Holebrook was Born the 21st. of y^e. (7th. mo.) 1664.

Rebekah the Daughter of Nicolas Laurence was born the 1 of the (7 mo :) 1664.

David the Son of David Joanes was born the 20th. of the (9 mo :) 1664.

James the Son of Obadiah Hawes was Born the 18th. of (10 mo :) 1664.

John the Son of Thomas Trott was born the 24th (9 mo :) 1664.

Susannah the Daughter of John Capen Jun^r. was Born the 16 (7 mo :) 1664.

Henry the Son of Henry Ledbetter was Born 16th. (8th. mo :) 1664.

Oliver the Son of Enos Wizall was Born the 25th. (11 mo :) 1664.

John the Son of Thomas Damfort was Born the 20 of the (8 mo :) 1664.

Margaret the Daughter of James Bates was Born the 17 of the (5 mo.) 1664.

Oliver the Son of Enos Wizall was Born 27th. (11 mo :) 1664.

Patience the Daughter of Robert Spurre was Born the 27 of the (5 mo :) 1664.

Ruth the Daughter of Timothy Foster was Born the 4th. (6 mo :) 1664.

1665.

Thomas the Son of George Lyon was Born the 10th. of the (1 mo :) 1665.

Mary the Daughter of Thomas Pierse was Born the 15 (1 mo :) 1665.

Mary the Daughter of Thomas Moses was born 2^d. (3 mo :) 1665.

John the Son of Frances Ball was Born the 15 (2 mo :) 1665.

Mehetabel the Daughter of Stephen Minott was Born the 14th. of the (4 mo :) 1665.

Experience the Daughter of William Blake was Born the 17th. of the (4 mo :) 1665.

Samuel the Son of Mr. John Minott was Born the 3^d. of the (5 mo :) 1665.

Stoughton Tailor the Son of Mr. William Tailor was Born 18 (4 mo :) 1665.

Mary the Daughter of Joseph Long was Born the 9th. of the 4 (mo :) 1665.

Sarah the Daughter of James White was Born the 8th. of the (10 mo :) 1665.

James the Son of James Robinson was Born the 8th. of the (9 mo :) 1665.

Sarah the Daughter of John Homes was Born the 16 (9 mo :) 1665.

Sarah the Daughter of James Blake was Born 28th. (12 mo :) 1665.

Elizabeth the Daughter of William Trescot was Born 24 (4 mo :) 1665.

Elkanah the Son of John Wales was Born the 16 of the (4 mo :) 1665.

Sarah the Daughter of Quarter Master Smith was Born 9th. of the (2 mo :) 1665.

George the Son of William Pond was Born the 20 (11 mo :) 1665.

Benjamin the Son of John Blackman was Born 25 of the (10 mo :) 1665.
 Hannah the Daughter of Jacob Huins was Born the 29th. (2 mo :) 1665.

1666.

Samuel the Son of Samuel Sumner was Born the 5th. (1 mo :) 1666.
 Elizabeth the Daughter of Richard Withington was Born 16 of the
 (2^d. mo :) 1666.
 Elizabeth the Daughter of Timothy Tileston was Born the 29th. of the
 (1 mo :) 1666.
 Elizabeth the Daughter of Joseph Homes was Born 8th. of the (4 mo :)
 1666.
 Mary the Daughter of John White was Born the 8th. day of the (8 mo :)
 1666.
 Mary the Daughter of Obadiah Hawes was Born the 3^d. of the (8 mo :)
 1666.
 Joseph the Son of Thomas Bird Jun^r. was Born the 1st. day of y^r
 (8th. mo.) 1666.
 Samuel the Son of Samuel Robinson was Born the 13th. of the (4 mo :)
 1666.
 Israel the Son of Peter Lion was Born the 21 day of the (8 mo :) 1666.
 Elizabeth the Daughter of Deacon Capen was Born 29 day of the (10
 mo :) 1666.
 Silence the Daughter of John Baker of Boston Deceased; was Born
 28 (5 mo :) 1666.
 Hannah the Daughter of Sergeant Samuel Clap was Born the 28 (7 mo :)
 1666.
 Timothy the Son of Samuel Wadsworth was Born the 19th. (1 mo :)
 1666.
 Thomas the Son of Thomas Mosely was Born the 12 (1 mo :) 166⁶/₇.

1667.

Robert the Son of Robert Searle was Born the 24 (1 mo :) 1667.
 Deliverance the Daughter of Henry Ledbetter was Born 9th. (2 mo :)
 1667.
 John the Son of David Joans was Born the 8th. of the (3 mo :) 1667.
 Ebenezer the Son of Nicolas Laurence was Born 23 (4 mo :) 1667.
 Abigail the Daughter of Frances Ball was Born the 14th. (6 mo :)
 1667.
 Thankfull the Daughter of James White was Born the 18th. (6 mo :)
 1667.
 Mindwell the Daughter of William Pond was Born the 24th. (6 mo :)
 1667.
 Mary the Daughter of Nathan Bradley was Born 7th. day (5 mo :)
 1667.
 Noah the Son of Nicholas Clap by his 2^d. Wife was Born 15th. (5 mo :)
 1667.
 Elizabeth the Daughter of Enos Wizall was Born 28 (mo : 2) 1667.
 Moses the Son of Moses Heirs was Born the 10th. day of the (7 mo :)
 1667.
 John the Son of Thomas Pierce was Born the 27th. (8 mo :) 1667.
 Elizabeth the Daughter of Timothy Foster was Born the 8th. (7 mo :)
 1667.
 Samuel the Son of John Capen was Born the 23^d. (8 mo :) 1667.
 Barbera the Daughter of William Chaplin was Born 15th. of the 3 : 1667.
 Elizabeth the Daughter of John Toleman was Born 14 (10 mo :) 1667.
 Thankfull the Daughter of Thomas Trott was Born the 5th. of the (10
 mo :) 1667.
 Increase the Son of Increase Sumner was Born 15th. of the (11 mo :)
 1667.

Joseph the Son of James Blake was Born the 27th. of the (6 mo :) 1667.

Thankfull the Daughter of Thomas Bird was Born the 6th. (12 mo :) in the year 1667.

Sarah the Daughter of Joseph Long was Born the 3^d. (mo : 7) 1667.

1668.

Nathaniel the Son of Nathaniel Homes was Born 15 (1 mo :) 1668.

Mary the Daughter of John Homes was Born the 24th. (1 mo :) 1668.

Joseph the Son of Richard Withington was Born 15 (4 mo :) 1668.

Mehetabel the Daughter of Samuel Sunner was Born 21 (4 mo :) 1668.

John the Son of Thomas Peirce Born 27 : 8 : 68.

Mary the Daughter of Joseph Weeks was Born the 20 Day (mo : 3) 1668.

Lydia the Daughter of Daniel Elder was Born the 10th. of the (5 mo :) 1668.

Joseph the Son of Jacob Hewins was Born the 20th. day of the (3 mo :) 1668.

Samuel the Son of Serg : Samuel Clap was Born the 6th. (6 mo :) 1668.

Cornelius the Son of Timothy Tilestone was Born 4 (mo : 7) 1668.

Abigail the Daughter of John Smith Quartermaster was Born the last 31 (mo : 6) 1668.

Ruth the Daughter of Isaac Ryal was Born the 2^d. (mo : 9) 1668.

Thomas the Son of Thomas Andrews was Born 31 (mo : 10) 1668.

Nathaniel the Son of Nathaniel Clap was Born the 20 (mo : 11) 1668.

Ebenezer the Son of Obadiah Hawes was Born 15 (mo : 10) 1668.

Elizabeth the Daughter of Thomas Mosely was Born the 19 (12 mo :) 1668.

Naomi the Daughter of Timothy Foster was Born the 11 of the (12 mo :) 1668.

Peleg the Son of Joseph Homes was Born 24 (mo : 12) 1668.

Mary the Daughter of Samuel Robinson was Born the 11 (mo : 6) 1668.

Sarah the Daughter of John Baker was Born the 12 (mo : 5) 1668.

Thomas the Son of James Robinson was Born the 15th. of April 1668.

1669.

Ichabod the Son of James White was Born the 26th. of April 1669 & Dyed the 12th. of the Month of May following 1669.

Thankfull the Daughter of John Capen Jun^r. was Born 22 (mo : 2) 1669.

Sarah the Daughter of Increase Sumner was Born 12th. of the (3 mo :) 1669.

John the Son of Robert Stiles was Born the 15 of the (2 mo :) 1669.

His eldest Son Joseph was Born the last day of June, in the year 1669.

Remember the Daughter of Daniel Elder was Born 29th. (mo : 4) 1669.

Nathaniel the Son of Nathaniel Wyat was Born 26 (mo : 9) 1669.

Sarah the Daughter of Thomas Bird was Born 24 (mo : 8) 1669.

Hester the Daughter of Enoch Wizall was Born 28 (mo : 10) 1669.

Susannah the Daughter of Samuel Rigby was Born 1 (mo : 11) 1669.

Susannah the Daughter of Nathan Bradley was Born 13 (mo : 10) 1669.

Richard the Son of Richard Evans was Born the 8 (mo : 12) 1669.

Ezbon the Son of Robert Searle was Born the 24th. (mo : 12) 1669.

Francis the Son of Francis Ball was Born the 21 (mo : 12) 1669.

George the Son of John Homes was Born 26th. (mo : 11) 1669.

Samuel the Son of William Weeks was Born 25 (mo : 11) 1669.

Rebeca the Daughter of William Chapley was Born the 26th. (mo : 11) 1669.

Joseph the Son of Joseph Long was Born 31 (mo : 6) 1669.

Mehetabel the Daughter of Peter Lyon was Born 23 (mo : 8) 1669.

1670.

Joseph the Son of Joseph Weeks was Born the 26th. (mo : 1) 1670.
 Matthias the Son of Matthias Evans was Born 11th. mo : 3. 1670.
 John the Son of James White was Born the 7th. (mo : 4) 1670.
 Johanna the Daughter of John Pason was Born the 18th. (mo : 7) 1670.
 Benjamin the Son of Nicolas Laurence was Born 23^d. (mo : 8) 1670.
 Experience the Daughter of Serg: Samuel Clap was Born 28 (mo : 5) 1670.
 John the Son of Samuel Sumner was Born the 1 (mo : 2) 1670.
 Desire the Son of Obadiah Haws was Born 30 (mo : 6) 1670.
 Mary the Daughter of John Baker was Born 10 (mo : 9) 1670.
 Samuel the Son of Samuel Paul was Born 13 (mo : 9) 1670.
 Henry the Son of Henry Mares was Born 20 (mo : 7) 1670.
 Thomas the Son of Thomas Pope was Born 26 (mo : 10) 1670.
 Sarah the Daughter of John Capen Jun^r. was Born the 9 (mo : 10) 1670.
 John the Son of John Bird was Born the 26 (mo : 10) 1670.
 Ruth the Daughter of Eleazar Hawes was Born 22 (mo : 9) 1670.
 Adam the Son of John Blackman was Born the 9th. (mo : 10) 1670.
 Thomas the Son of Israel Mead was Born the 16th. (mo : 8) 1670.
 Mary the Daughter of Isaac Rialls was Born the 8th. (mo : 7) 1670.
 Benjamin the Son of Jacob Huin was Born the 4th. (mo : 7) 1670.
 Obadiah the Son of Obadiah Swift was Born 28 (mo : 11) 1670.
 Samuel the Son of James Robinson was Born the 14th. of September 1670.

1671.

William the Son of Joshua Hinshaw was Born the 2^d. (mo : 1) 1671.
 Andrew the Son of Daniel Elder was Born the 13 (mo : 1) 1671.
 John the Son of Nathaniel Clapp was Born the 7th. (mo : 2) 1671.
 Unite the Son of Thomas Moseley Born the 5 day (mo : 3) called May 1671.
 John the Son of John Toleman was Born the 8th. of (mo : 2) 1671.
 Joseph the Son of John Smith Quarter-Master was Born the 30th. (mo : 3) 1671. the Day before the Election. Died about a Month after.
 John the Son of Samuel Maxfield was Born the 13 day (mo : 6) 1671.
 Robert the Son of Robert Searl was Born 2^d. (mo : 5) 1671.
 Edward the Son of Nathaniel Wyat was born the 5th. (mo : 8) 1671.
 James the Son of Thomas Tratt was Born 2^d. (mo : 4) 1671.
 Sarah the Daughter of Timothy Tilestone Born 7th. (mo : 7) 1671.
 Hatherly the Son of Timothy Foster was Born 22^d. (mo : 6) 1671.
 Mary the Daughter of Thonias Toleman was Born 26. (mo : 9) 1671.
 Mary the Daughter of Richard Evans was Born the 30 (mo : 9) 1671.
 Ann the Daughter of Thomas Bird was Born the 8th. (mo :) 1671.
 John the Son of John Baker was Born 25th. (mo : 9) 1671.
 Thankfull the Daughter of Samuel Sumner was Born 9th. (mo : 10) 1671.
 James the Son of James Bird was Born 27th. (mo : 10) 1671.
 Elizabeth the Daughter of Joshua George was Born 9th. (mo : 9) 1671.
 Hannah the Daughter of Joseph Long was Born the 3^d. (mo : 12) 1671.
 Prais-ever the Son of David Joans was Born the 18 (mo : 9) 1671.

1672.

Mary the Daughter of Joseph Birch was Born 25 (mo : 2) 1672.
 Jemima the Daughter of John Breck was Born the 17 (mo : 2) 1672.
 Elizabeth the Daughter of Stephen Minot Born after his Death the 10th. day of June (mo : 4) 1672.
 Increase the Son of Henry Leadbetter was Born January the 20th. 72.
 Rely the Daughter of Joseph Homes was Born the 9th. (mo : 6) 1672.
 John the Son of John Minot was Born October the 10th. 1672.

Hannah the Daughter of Samuel Paul was Born 8th. (mo : 9th.) 1672.
 Dorothy the Daughter of John Capen Born the 13th. (mo : 8) Departed
 this Life the 27th. (mo : 9th.) 1672.
 Mary the Daughter of our Reverend Pastor Mr. Josiah Flint Born the
 18th. Day (mo : 9) called November 1672.
 Richard the Son of Obadiah Hawes was Born 19 (mo : 10) 1672.
 Susannah the Daughter of Enoch Wiswell was Born the 2 of the 6th.
 1672.
 Humphry the Son of Consider Atherton was Born January 26th. 1672.

1673.

Jonathan the Son of Nathaniel Clap was Born 31 the last of (mo : 6)
 1673.
 Ebenezer the Son of Thomas Mosely was Born the 4th. (mo : 7.) 1673.
 Mary the Daughter of Samuel Maxfield was Born 27th. (mon : 9.) 1673.
 Thomas the Son of Thomas Bird was Born the 11th. (mo : 6) 1673.
 Alwen the Son of Joseph Long was Born the 28th. (mo : 9) 1673.
 Susannah the Daughter of Hopestill Clap was Born 23^d. (mon : 10)
 1673.
 Dorothy the Daughter of John Capen (a second of that name) was Born
 the 16th. (mo : 7) 1673.
 Samuel the Son of Samuel Capen was Born the first of Feb^r. (mo : 12)
 1673.
 Henry the Son of our Reverend Pastor Mr. Josiah Flint Born the 9th. of
 February (the last Mon :) 1673.
 Mary the Daughter of John Withington was Born the 2^d. (mon : 10)
 1673.
 Mary the Daughter of James Robinson was Born the 17th. of March
 1673.
 William the Son of William Chaplin was Born the 13 of the 1. 1673.
 Susannah the Daughter of Matthias Evans was Born the 10th. (mo : 6)
 1673.
 Joseph the Son of Joseph Birch was Born the 10th. (mo : 11.) 1673.
 Robert the Son of Thomas Peirce was Born April 26. 73.
 Mary the Daughter of Richard Evens Born the 8 of June 1673.
 Eliab the Son of Peter Lion was Born July 12. 1673.

1674.

Hopetill the Son of Obadiah Swift was Born the 11th. Day of the (1
 mo :) 1674.
 Samuel the Son of Samuel Sumner was Born the 8 (mo : 1) called March
 1674.
 Ezbon the Son of Robert Searle Born the 18th. (mo : 1) called March
 1674.
 Edward the Son of John Breecke was Born the 7th. day (2 mo :) 1674.
 William the Son of Joshua George was Born the 4 Day of the 3 mo :
 1674.
 Joseph the Son of John Toleman was Born the 6th. day of the 7 mo :
 1674.
 Sarah the Daughter of Obadiah Hawes was Born the 29th. of the 8 mo :
 1674.
 Sarah Clap Daughter of Nicolas Clap Born Nov^r. 22^d. 1674.
 James the Son of John Baker Born August 4th. 74.
 Abraham the Son of John Blakman Born Feb^r. 8th. 74.
 Mary the Daughter of Thomas Bird was Born January 26th. 1674.
 John the Son of Benjamin Bale was Born Feb^r. (25) 74.
 Nathaniel the Son of M^r. Nathaniel Glover was Born Feb^r. 24th. 74.
 Mehetabel the Daughter of William Chapline was Born the (22) of
 Feb^r. 74.

1675.

Mary the Daughter of Samuel Paule was Born the 27th. of March 1675.
Nathan the Son of Nathan Bradly Born the 12 of March 1674 or 75.

Henry the Son of our Reverend Pastor M^r. Josiah Flint was Born the 5th. of May 1675.

Enoch the Son of Enoch Wisewell was Born April 6. 1675.

Mary the Daughter of James Foster was Born June (17) 75.

Samuel the Son of John Homes was Born June (21) 75.

Elizabeth the Daughter of Joshua Henshiah was Born July 25th. 75.

Return the Son of Sargent Samuel Clap was Born May the (11) 75.

Josiah the Son of Ebenezer Williams was Born July 25: 75.

Mary the Daughter of Daniel Presson Jun^r. was Born September the (1) 75.

Samuel the Son of Samuel Taply was Born August (19th.) 75.

Benjamin the Son of Frances Ball was Born August (30th.) 75.

Elizabeth the Daughter of Obadiah Swift was Born Sep^r. (7th.) 75.

Susannah the Daughter of Nathaniel Wiet was Born the 7th. of March 74 or 75.

Martha the Daughter of James White was Born August (28) 75.

Richard the Son of Ebenezer Billing was Born September (21) 75.

Rebecka the Daughter of Timothy Foster was Born September (12th.) 75.

Thomas the Son of Timothy Tilstone was Born October (19th.) 75.

Lydia the Daughter of Daniel Elder was Born June (13th.) 75.

Joseph the Son of Joseph Birch was Born November (23^d.) 75.

Damarus the Daughter of John Bird was Born September (18th.) 75.

Samuel the Son of Samuel Capin was Born November (4th.) 75.

Ebenezer the Son of Samuel Maxfield was Born November (20th.) 75.

Purchas the Son of John Capen was Born November (14th.) 75.

John the Son of James Robason was Born April (17) 75.

James the Son of James Hasley was Born Feb^r. (4th.) 1675.

Robert the Son of John Pelton Jun^r. was Born January (1st.) 1675.

Joseph the Son of Thomas Andrewes was Born December (25) 1675.

Repent the Daughter of Joseph Weekes was Born February (22) 75.

Ichabod the Son of Daniel Ellen was Born January (24) 75.

Jerabiah the Son of Richard Butt was Born September (18) 75.

Elizabeth the Daughter of Hopestill Clape was Born the (29) of Feb^r. 1675.

Elizabeth the Daughter of Samuel Sumner was Born March (19) 75 or 76.

Hannah the Daughter of Samuel Chandler was Born August 29. 75.

Joseph the Son of John Meryfeeld was Born August 6: 75.

Samuel the Son of Samuel Pelton was Born Jan^r. 26: 75.

Samuel the Son of Samuel Trescote was Born April 27: 75.

Here followeth the Record of Several Births not done formerly.

Elizabeth the Daughter of Nathan Bradly Born the (15th.) of March in the year 72 or 73.

Ebenezer the Son of Amiel Weekes was Born May 15th. 1665.

Joseph the Son of Amiel Weekes Born September 3^d. 1667.

Supply the Son of Amiel Weekes was Born August 26th. 1671.

Thomas the Son of Amiel Weekes was Born November 20th. 1673.

Samuel the Son of Samuel Hickes was Born the (24th.) of June 1671.

Elizabeth the Daughter of Samuel Hickes was Born the (9) of October 1674.

Mehetabel the Daughter of Samuel Taply was Born August (15) 73.

Daniel the Son of Daniel Elder was Born January (1st.) 75.

Mary the Daughter of Daniel Ellen was Born Feb^r. (14) 67.
 Elizabeth the Daughter of Daniel Ellen was Born November (2) 69.
 Nathaniel the Son of Daniel Ellen was Born October (20) 71.
 Martha the Daughter of Daniel Ellen was Born April (5) 74.
 Nathaniel the Son of Richard Butt was Born December (2) 1670.
 Samuel the Son of Richard Butt was Born March (1) 73 or 74.
 Samuel the Son of Samuel Chandler was Born December 20: 69.
 John the Son of Samuel Chandler was Born October 24: 71.
 Joseph the Son of Samuel Chandler was Born October 30: 73.
 John Merifeild the Son of John Merifeild was Born Feb^r. 10: 65.
 Mary the Daughter of John Merifeild was Born March 26: 67.
 Sarah the Daughter of John Merifeild was Born May 14: 69.
 Hannah the Daughter of John Merifeild was Born Dec^r. 6. 1670.
 Thomas the Son of John Merifeild was Born January 1st 72.
 Josiah the Son of John Minot was Born December 25: 74.
 Martha the Daughter of Samuel Hill was Born December 20: 67.
 John the Son of Samuel Hill was Born December 20: 69.
 Thankfull the Daughter of Samuel Hill was Born January 31: 71.
 Mary the Daughter of Samuel Hill was Born August 31: 74.
 Submit the Daughter of William Weekes was Born Feb^r. 3^d. 71.
 Wilmontan the Son of Thomas Pope was Born May 21: 72.
 Henry the Son of Thomas Pope was Born Dec^r. 20: 73.
 Experience the Son of Thomas Pope was Born June 21: 75.
 Priscilla the Daughter of John Pason Born July 28: 74.
 Dier the Son of Samuel Trescote was Born April 28: 73.

1676.

Barned the Son of Berned Capin was Born March 26: 76.
 John the Son of Thomas Mosely was Born April 9: 76.
 Elizabeth the Daughter of Nathaniel Clap Born May 22. 1676.
 Samuel the Son of Thomas Tolman was Born June 11th. 1676.
 Hannah the Daughter of Amiel Weekes was Born May 14th. 76.
 Sarah the Daughter of John Weekes was Born April 20: 76.
 Ebenezer the Son of Henry Leadbetter Born May 10: 76.
 Samuel the Son of Thomas Pearce Born July 28: 76.
 Johannah the Daughter of William Waye Born July 25: 76.
 Hannah the Daughter of John Gernsie Born July 25: 76.
 Benjamin the Son of Increase Sumner was Born August 29: 76.
 Elizabeth the Daughter of John Withington Born August (5:) 76.
 Mary the Daughter of John Baker Born August 24: 76.
 John the Son of John Pason was Born July 17: 76.
 Joshua the Son of Joshua George Born September 3. 76.
 Josiah the Son of our Reverend Pastor M^r. Josiah Flint was Born Oct^r.
 5: 76.
 Elizabeth the Daughter of John Breake Born September 20th. 76.
 Nathaniel the Son of Jonathan Hill was Born May 7: 76.
 Samuel the Son of Samuel Hill was Born Sep^r. 12: 76.
 Jeremiah the Son of Samuel Trescote was Born Oct^r. 6. 76.
 Rebeckah the Daughter of Richard Evans was Born Oct^r. 22: 76.
 Mary the Daughter of Samuel Hickes was Born Nov^r. 12: 76.
 John the Son of Daniel Presson was Born Nov^r. 12. 76.
 Israel the Son of Israel How was Born Sep^r. 24: 76.
 Experience the Daughter of James Tucker Born August 19: 76.
 Benjamin the Son of John Tolman Born Dec^r. 6: 76.
 Nathaniel the Son of Nathaniel Glover Born Nov^r. 10th. 76.
 Abigail the Daughter of Obadiah Swift Born January 4th. 76.
 Alice the Daughter of Thomas Pope Born Dec^r. 23: 76.
 Thankfull the Daughter of Joshua Henshiah Born March 4th. 76 or 77.
 John the Son of Samuel Rigby Born August 19th. 76.
 Israel the Son of John Minot Born August 23: 76.

John the Son of John Beman Born Feb^r. 21 : 76.

Elizabeth & Mary the Daughters of Nicolas Stoughton were Born March 16 : 76 or 77.

1677.

Deborah the Daughter of Robert Searle Born April 4 : 77.

Silence the Daughter of James Foster Born April 4 : 77.

Mary the Daughter of Benjamin Bale Born April 23 : 77.

John the Son of Sargent Samuel Clape Born May 8 : 77.

John the Son of Consider Atherton Born May 5th. 1677.

Jeane the Daughter of John Pope Born May 23 : 77.

Deliverance the Daughter of Richard Butt Born May 2 : 77.

Benjamin the Son of William Cheny Born May 1st. 77.

Sarah the Daughter of Esra Clap was Born July 20 : 77.

Daniel the Son of Daniel Ellen was Born July 22 : 77.

Ebenezer the Son of Ebenezer Billing was Born July 13 : 77.

Mary the Daughter of Enoch Wisewell Born August 27 : 77.

Jonathan the Son of Nathaniel Wiet Born May 27 : 77.

Samuel the Son of Isaac Riall Born July 21 : 77.

Free-Grace the Son of Peter Lion Born August 18 : 77.

Henry the Son of Henry Roberts was Born June 6th. 77.

Hannah the Daughter of William Riall Born August 7 : 77.

Hopestill the Son of Samuel Capin Born October 13 : 77.

Mehetabel the Daughter of Samuel Maxfilde Born Sep^r. 18 : 77.

Elizabeth the Daughter of Samuel Paule Born October 10 : 77.

John the Son of John Spure Born October 12 : 77.

Nathaniel the Son of John Capin Born October 1st. 77.

Thankfull Daughter of John White Born January 18th. 77.

Ebenezer the Son of Ebenezer Williams Born March 13th. 77 or 78.

Patience the Daughter of Samuel Toplife Born January 24th. 1677.

Hannah the Daughter of John Weekes Born Feb^r. 28 : 77.

Jeremiah the Son of Joseph Birch Born Jan^r. 2^d. & Died Jan^r. 3^d. 77.

John the Son of John Sanderes Born December 13th : 77.

Jonathan the Son of Samuel Chandler was Born 3 : 5 : 77.

George Everden was Born August 7 : 1677.

Josiah the Son of John Minot Born Dec^r. 27th. 77.

Hannah the Daughter of John Bird Born Dec^r. 16th. 77.

Joseph the Son of William Chaplin Born Sep^r. 6th. 1677.

John the Son of Bernard Capen Born Feb^r. 18th. & Died the same Day 77.

Sarah the Daughter of Hopestill Clap Born January 13th. 77.

Elizabeth Daughter of Roger Willis Born March 9th. 77 or 78.

1678.

Dorothy Daughter of Mr. Josiah Flynt Born May 11th. 78.

Submit Daughter of Thomas Bird Born May 13th. 78.

Isaac the Son of Isaac How Born July 7th : 78.

Thankfull the Daughter of Increase Sumner Born June 20th. 78.

Ebenezer the Son of Roger Sumner Born May 28th : 78.

Ebenezer the Son of Nathaniel Clap Born October 25th : 78.

John the Son of Nathan Bradley Born October 25th : 78.

Jonathan the Son of John Payson Born August 18th : 78.

Nathaniel the Son of Thomas Modsley Born October 28th : 78.

Susanna Daughter of John Bricke Born Nov^r. 9th. 1678.

Ann Daughter of Samuel Sumner Born August 8th : 78.

Susanna Daughter of Israel How Born Nov^r. 11th : 78.

Edward Son of Nehemiah Clap Born Dec^r. 20th. 1678.

Theodora the Daughter of Mr. Peter Thacher Born November first 78.

Abia Daughter of Samuel Triscot Born October 31st : 78.

Thomas Son of Richard Evanes Born August 31st: 78.
 Hannah Daughter of Matthias Evanes Born August 22^d: 78.
 Ann the Daughter of Thomas Leichfeild Born August 18th. 78.
 Israel the Son of Henry Leadbetter Born October 10th: 78.
 Sarah the Daughter of Bernard Capen Born January 5th: 78.
 Mary the Daughter of Samuel Pelton Born May 29th. 78.
 Christian the Daughter of John Pelton Born June 5th. 78.
 Remember the Son of Daniel Preston Born November 4th. 78.
 James the Son of Timothy Tilstone Born 2^d. of July 78.
 William the Son of John Trescot Born February first 78.
 Henry the Son of James Robinson Born June 21: 78, Died the next Day.
 Jerijah the Son of Samuel Wales Born February 26: 78.
 Hannah the Daughter of John Lewes Born June first 78.
 Ziporah the Daughter of John Beaman Born March 24th. 78.⁹
 Henry the Son of John Tolman Born March 4th. 78: ⁹
 Jabez the Son of Robert Searle Born March 13th. 78: ⁹
 Silence the Daughter of Samuel Rigbee was Born 22: Sept^r. 78.

1679.

Zipporah the Daughter of Ebenezer Billing Born March 20th. 79.
 Mary the Daughter of John Withington Born March 10th: 79.
 Thankfull the Daughter of John Baker Born April 13th. 79.
 Sarah the Daughter of Thomas Peirce Born April 5: 79.
 Daniel the Son of Thomas Tolman Born May first 79.
 John the Son of Joshua Henshaw Born May 29th: 79.
 Unice the Daughter of Charles Davenport Born June 20th. 79.
 Elizabeth the Daughter of Serjeant Samuel Clap Born July 12th: 79.
 Samuel the Son of Serjeant Enoch Wiswell Born Sept^r. 2^d. 79.
 Mary the Daughter of Mr. Nathaniel Glover Born April 12th. 79.
 Mary the Daughter of Samuel Capen Born September 23^d. 79.
 James the Son of James White Born May 29th: 79.
 Martha Daughter of William Ryall Born September 6th: 79.
 Hopestill the Son of Hopestill Clap Born November 26th: 79.
 Elizabeth Daughter of Obadiah Swift Born January 4th. 79.
 Samuel the Son of Joseph Leeds Born December 19th: 79.
 Hannah the Daughter of Roger Billinge Born January 21st: 79.
 Henry the Son of Henry Roberts Born August 20th: 79.
 Ebenezer the Son of Matthias Evans Born January 21: 79.
 Henry the Son of John Garnesey Born July 16th. 79.
 Israel the Son of Samuel Hill Born July 11th: 79.
 Thankfull the Daughter of Samuel Toplife Born Feb^r. 22^d: 79.
 Anna the Daughter of Consider Atherton Born Feb^r. 17th. 79.
 Hannah the Daughter of Thomas Lane Born Feb^r. 21st: 79.
 Berechiah & Hannah the Son & Daughter of Richard But Born January 8th: 79.
 Mercy the Daughter of Thomas Bird Born Feb^r. 6th. 79.
 Nathaniel the Son of John Sanders Born June 24th. 79.
 Joseph the Son of John Spure Born September 2^d 79.
 Jerusha Daughter of John Minott Born January 28th. 79.

1680.

James the Son of Hopestill Humfrey Born March 8th: 80.
 William the Son of Isaac Ryall Born March 17th: 80.
 Abraham the Son of Isaac How Born April 7th: 80.
 Samuel the Son of John Bird Born April 14th: 80.
 Prudence Daughter of John Pason Born March 1st: 80.
 Ebenezer Son of Samuel Trescot Born April 20th. 80.
 Roger the Son of Increase Sumner Born April 24th: 80.

Judith the Daughter of Ezra Clap Born May 6th : 80.
 Ebenezer the Son of Samuel Paul Born May the first 80.
 Thomas the Son of our Rev^d. Pastor Mr. Josiah Flint Born July 11th. 80.
 Thankfull Daughter of Thomas Andrewes Born May 1st. 80.
 Deliverance the Daughter of Samuel Pelton Born July 31st : 80.
 William the Son of John Trescot Born July 18th : 80.
 Samuel the Son of John Weekes Born August 9th. 80.
 Richard the Son of John Withington Born August 1st : 80.
 John the Son of John George & Mary his Wife was Born Oct^r. 5th 1680.
 William the Son of Desire Clap was Born October 19th : 80.
 Uniee the Daughter of James Bird was Born October 16th : 80.
 Thankfull the Daughter of John Lewes was Born September 9th : 80.
 John the Son of John Mason was Born July 18th : 80.
 Ann the Daughter of Samuel Joanes Born Nov^r. 14th : 80, & then the
 Mother Died.
 Nathaniel the Son of Samuel Sumner was Born November 9th : 80.
 Edward the Son of Nehemiah Clap was Born Dec^r. 9th : 80.
 Sarah the Daughter of Samuel Maxfield was Born July 1st : 80.
 John the Son of John Bricke was Born Dec^r. 22^d : 80.
 Thomas the Son of Robert Cooke was Born May 19th 80.
 Henry the Son of Henry Roberts was Born Nov^r 20th 80.
 Margaret the Daughter of Daniel Preston was Born January 23^d 80.
 Elizabeth the Daughter of Samuel Wales was Born January 9th : 80.
 Ruth the Daughter of Peter Caley was Born Dec^r. 20th : 80.
 Hannah the Daughter of Roger Willis was Born Feb^r. 11th : 80.
 Josiah the Son of Henry White was Born June 14th : 80.
 Elizabeth the Daughter of Waching Atherton was Born Mareh 14th : 80.
 Elizabeth the Daughter of Joseph Burch was Born June 10th : 80.
 Susannah Daughter of John Pelton was Born August 1680.

1681.

Ann the Daughter of John Tolman was Born 2^d. 1 : 81.
 Joseph the Son of Thomas Modsley was Born April 17 : 81.
 Richard the Son of James White was Born Mareh 2^d : 81.
 Jonathan the Son of Ebenezer Billing was Born April 24th : 81.
 Timothy the Son of Richard Mather was Born March 20 : 81.
 Joseph the Son of Roger Billinge was Born May 27th : 81.
 Elizabeth the Daughter of James Barbor was Born August 4 : 81.
 Hannah the Daughter of Serjeant Samuel Clap was Born Sep^r. 13th : 81.
 Sarah the Daughter of Charles Davenport was Born July 10 : 81.
 Sarah the Daughter of Thomas Trot was Born June 5th : 81.
 John the Son of Israel How was Born Sep^r. 18th : 81.
 Joseph the Son of Bernard Capen was Born Nov^r. 28th : 81.
 Ann the Daughter of Timothy Tilstone was Born Dec^r. 7th : 81.
 Thomas the Son of Jonathan Davenpart was Born Dec^r. 10th. 81.
 Timothy the Son of Timothy Foster was Born January 8th : 81.
 Benonie the Son of Ebenezer Williams was Born Oct^r. 12th. 81 & Died the
 15 : 9 : 81.
 Patience the Daughter of Thomas Bird Born Nov^r. 19th : & Died Dec^r.
 25th : 81.
 Mercy the Daughter of Jacob Huen was Born January 28th : 81.
 Elizabeth the Daughter of Samuel Trescot Born January 19 : 81.
 Mary the Daughter of Hopestill Humfrey was Born February 26 : 81.
 Hannah the Daughter of Nathaniel Glover was Born Dec^r. 3 : 81.
 Sarah the Daughter of Samuel Hix was Born March 12 : 81 or 82.
 Experience the Daughter of Joseph Bireh was Born January 15th : 81.
 John the Son of John Browne was Born Oct^r. 15th : 81, & Died the next
 Day.
 Josiah the Son of Samuel Hill was Born January the first 81.
 Abiel the Son of William Cheny was Born November 26th. 81.
 Elizabeth the Daughter of William Chaplin was Born June 1st : 81.

1682.

Samuel the Son of Joshua Hensha was Born April 1st. 82.
 Elizabeth the Daughter of John Capen was Born March 21 : 82.
 Desire the Son of Desire Clap was Born May 2 : 82, & Died May 6 : 82.
 Nathaniel the Son of Joseph Leeds was Born April 27 : 82.
 Isaac the Son of Isaac Ryall was Born 10 : 3 : 82.
 Jacob the Son of William Ryall was Born June 29th : 82.
 Elizabeth the Daughter of Thomas Peirce was Born June 18th : 82.
 Mary the Daughter of Richard But was Born March 18th : 82.
 Hannah the Daughter of John Baker was Born July 22^d. 82.
 Priscilla the Daughter of Samuel Paul was Born June 11th. 82.
 Ebenezer the Son of Samuel Capen was Born April 30th. 82.
 Samuel the Son of Samuel Maxfield was Born May 27th. 82.
 Ruth the Daughter of Hopestill Clap was Born Oct^r. 10th. 82.
 Elizabeth the Daughter of Ezra Clap was Born Oct. 1st. 82.
 Zachariah the Son of John Trescot was Born May 12th. 82.
 Patience the Daughter of Nicolas Laurence was Born August 12th. 82.
 Susannah the Daughter of Peter Cally Born Dec^r. y^e. 18th. 1682.
 Samuel the Son of Samuel Joanes was Born August 19th. 82.
 Elizabeth the Daughter of John Garnesey was Born April 23^d. 82.
 Bashebah the Daughter of Samuel Hall was Born 5th. 8th. mo : 82.
 Jonathan the Son of Samuel Topliffe was Born September 23^d. 82.
 Matthias the Son of Richard Evans was Born May 26th. 82.
 Robert the Son of John Bricke was Born Dec^r. 8th : 82.
 Ebenezer the Son of James Robinson was Born July 15th. 82.
 Edward the Son of Timothy Foster was Born January 22^d. 82.
 Elizabeth the Daughter of James Blake Jun^r. was Born November 1st.
 & Died the 22^d : 9 : 82.
 Elizabeth the Daughter of John Bird was Born January 4th. 82.
 Mary the Daughter of Thomas Trot was Born January 23^d. 82.
 John the Son of Samuel Pelton was Born January 9th. 82.
 Silence & Submit the Daughters of John Withington Born 15th. January
 82, the one of them Died 29th. 11 mo : the other Dyed 3^d. 12 mo : 82.
 Amiel the Son of Amiel Weekes was Born February 26th. 82.
 Sarah the Daughter of John Mason was Born July 4th. 82.
 Enoch & Ebenezer the Sons of Enoch Wiswel were Born February 25th.
 82.
 Patience the Daughter of Waching Atherton was Born May 30th. 82.
 George the Son of John Minott Born February 16th. 82.
 Samuel the Son of John Browne January 8th. 82.
 Elizabeth the Daughter of Richard Mather was Born November 20th. 82.
 Charity Daughter to John Pelton was Born January 2^d. 1682.

1683.

Sarah the Daughter of Samuel Trescot was Born March 5th. 83.
 Elizabeth the Daughter of Ebenezer Billing was Born March 8th. 83.
 John the Son of Roger Billing was Born March 10th. 83.
 Mary the Daughter of Preserved Capen was Born March 28th. 83.
 Thankfull the Daughter of James Foster was Born March 30th. 83.
 Ebenezer the Son of John Tolman was Born March 27th. 83.
 Sarah the Daughter of Samuel Wales was Born May 5th. 83.
 Jonathan the Son of David Joanes was Born May 29th. 83.
 Sarah the Daughter of Consider Atherton was Born May 8th. 83.
 Deliverance the Daughter of Daniel Preston was Born July 14th. 83.
 Submit the Daughter of Nehemiah Clap was Born August 2^d. 83.
 Edward the Son of James White was Born August 4th. 83.
 Mary the Daughter of Philip Demouseday was Born July 27th. 83.
 Samuel the Son of Nathan Bradley was Born August 5th. 83.

Edward the Son of Samuel Capen was Born Sep^r. 24th. 83.
 Experience the Daughter of Desire Clap Born Nov^r. 30th. 83.
 James the Son of Israel How was Born Nov^r. 14th. 83.
 Elizabeth the Daughter of Nathaniel Glover was Born July 26th. 83.
 John the Son of Philip Withington was Born Dec^r. 30th. 83.
 Patience the Daughter of Thomas Bird was Born Nov^r. 27th. 83.
 Paul the Son of Charles Davenport was Born January 30th. 83.
 Ebenezer the Son of James Bird was Born January 30th. 83.
 Jerusha the Daughter of Isaac Ryall was Born January 15th. 83.
 Abiah the Daughter of Samuel Trescot was Born Feb^r. 3^d. 83.
 Elijah Son of M^r. John Danforth was Born November 30th. 83.
 Sarah Daughter of John Boulton was Born Dec^r. 26th. 83.
 Mary Daughter of James Taylor was Born May 2^d. 1683.
 Henry Cealey the Son of Peter was Born July y^e 18th. 1683.

MARRIAGES.

Thomas Brecke was Married unto Mary the daughter of John Hill, by Major Atharton, 12. 12. 56.
 Rich'd Curtis was Married unto Sarah. 25. 7. 57. by Major Atharton.
 Henry Kibby was Married unto Grizel by Mr. Bellingham 8. 8. 57.
 Enoch Place was Married unto Sarah, by Major Atharton 5. 9. 57.
 Thomas Swift was Married unto Elizabeth the daughter of Rob^t. Vose by Major Atharton 9. 10. 57.
 Richard Denton was Married unto Ruth the daughter of Thomas Tiles-tone, by Major Atharton 11. 10. 57.
 Enoch Wiswell was Married unto Elizabeth the daughter of Mr. John Olliver, by Major Atharton. 25. 9. 57.
 William Billing was Married unto Mary, by Major Atharton. 12. 12. 57.
 Thomas Wilkeson was Married unto Ann, by Major Atharton, 5. 12. 57.
 Thomas Modesley was Married unto Mary the daughter of the Widow Lawrence, by Major Atherton 28. 8. 58.
 Abraham Dickerman was Married unto Mary the daughter of John Coop^r. by Major Atherton. 2. 10. 58.
 William Smead was Married unto Elizabeth, the daughter of the Widow Lawrence, by Major Atherton 31. 10. 58.
 Samuel Sumner was Married unto Rebecca by Cap^t. Wiggen, 7. 1. $\frac{58}{59}$
 Isaac Jones was Married unto Mary by Major Atherton 7. 2. 59.
 Henry Leadbetter was Married unto Sarah by Major Atherton 18. 1. $\frac{58}{59}$.
 Timothy Tilestone was Married unto Sarah by Major Atherton 28. 2. 59.
 David Jones was Married unto Sarah by Major Atherton, 11. 3. 59.
 David Hims was Married unto Joan, by Maj^r. Atherton 28. 2. 59.
 James Trowbridge was Married unto Margaret by Major Atherton 30. 10. 59.
 Samuel Clap was Married unto Hannah by Maj^r. Atherton. 18. 11. 58.
 Obadiah Swift was Married unto Rose by Major Atherton, 15. 1. 60 or 61.
 Thomas Pearce was Married unto Mary by Mr. Bellingham 3. 8. 1661.
 Hezekiah Luther was Married unto Elizabeth by Cap^t. Clap. 30. 11. 1661.
 George Lyon was Married unto Hannah by Cap^t. Clapp. 14. 10. 1661.
 Joseph Leads was Married unto Merriam by M^r. Samuel Smith 8. 9. 61.
 Joseph Long was Married unto Mary by the Honorable Governor, 3. 12. 61.

1663.

Frances *Ball married to Abigail Salter the 27th. of the 11 mo : 1663 by Maj. Lusher.
 Thomas Holman married to Abigail Rigby the 19th of the 12 mo : 1663.
 John Holebrooke married Eliz. Hemingway the 24th of the (9 mo :) 1663.
 Thankfull Foster the Daughter of Lieutenant Hopestill Foster was Married unto John Baker of Boston the 8th. of the (11 mo :) 1663.
 Anthony Fisher Sen : Married the Widow of Edward Breck the 14th. of (9 mo :) 1663.
 Jasper Rush was Married unto his Wife Judith the 24th of the (1 mo :) 1664.
 John Capen Jun^r. Married Susanna Barsham the 19th (9 mo :) 1663.
 James White Married Sarah Baker the 22^d. of the (12 mo :) 1664.
 Timothy Foster Married to Ruth Denton Oct^r. 13th. 1663.
 Thomas Dewey Married to Constance Hawes 1 (4 mo :) 1663.
 Nicolas Ellin Married to Mary Pond the 3^d. of the (5th. mo :) 1663.
 Jabez Eaton Married to Experience Mede 4th. (10 mo :) 1663.
 Samuel Belcher married to Mary Billing 15th. (10 mo :) 1663.
 John White married to Mary Swift 11 (11 mo :) 1663.
 Encrease Robinson Married to Sarah Penniman 19th. (11 mo :) 1663.

1664.

Roger Willis married to Ruth Hill 19th. (5 mo :) 1664.
 Obadiah Reed married to Anna Swift 19th. (6 mo :) 1664
 Mr. William Tailor married unto M^{rs}. Rebecca Stoughton 25 of the (6 mo :) 1664.
 Samuel Eddy married to Sarah Mede 31 (9 mo :) 1664.
 Samuel Chandler married to Sarah Davis Widow 21 (10 mo :) 1664.
 James White married to Sarah Baker 22^d. (12 mo :) 1664.

1665.

Nathaniel Turner married unto Mehetabel Rigby 29 (1 mo :) 1665.
 James Robinson married unto Mary Alcock the 27th. (7 mo :) 1664, by the Deputy Governor.
 Joseph Underwood married unto Mary How 26th. (2 mo :) 1665.
 Nathan Fisk married unto Elizabeth Fry the 26th. (2 mo :) 1665.
 John Heneway married to Mary Trescott the 6th. of the (8 mo :) 1665.
 Samuel Hicks married to Hannah Evans by Cap^t. Gooken the 27th. (7 mo :) 1665.
 Thomas Bird married unto Thankfull Atherton 2^d. (12 mo :) 1665.

1666.

Nathan Bradley was married unto Mary Evans 17th. (5 mo :) 1666.
 Moses Eyres was married unto Bethiah Millet 3 (6 mo :) 1666.
 Daniel Elder Scotsman was Married unto Lydia Homes by Cap^t. Clap the 12th. day of the (1 mo :) 1666.
 Samuel Paul (the only Son of the Widow Withington) was Married unto Mary Breck of Dorchester, by Cap^t. Clap, the 9th. of the (11 mo :) 1666.
 Hopestill Foster eldest Son to Cap^t. Hopestill Foster was married unto Pason of Rocksberry by Cap^t. Clap the 15th. day of the (12 mo :) 1666.

1667.

Nathaniel Homes was married unto Patience Tapley by Cap^t. Clap the 27th. (1 mo :) 1667.

* The original records begin with this entry.

Encrease Sumner the Son of William Sumner was married unto Sarah Staple by Cap^t. Clap the 26th. day of the (1 mo :) 1667.

Joseph Weeks was married unto Mary Atherton by Cap^t. Clap 9th. (2 mo :) 1667.

John Baker the Son of Richard Baker was married unto Preserved Trott by M^r. Damfort of Cambridge, the 11th. Day of the (5 mo :) called July 1667.

Benjamin Leeds was married unto Mary Brinsmade 17th. (7 mo :) 1667.

John Davenport was married to Bridget Watkings by Cap^t. Clap the 1st. Day of the (9 mo :) 1667.

Thomas Andrews Jun^r. was married unto Phebe Gourd 31 (10 mo :) 1667.

1668.

Nathaniel Clap the Son of Nicolas Clap was married unto Elizabeth Smith by Cap^t. Clap the 31st. of the (1 mo :) 1668.

Nathaniel Wyat the Son of Edward Wyat was married by Major Lusher unto Johanna Spur the 8th. day (mo : 11) 1668.

1669.

James Bird was married unto Mary George by Cap^t. Clap the 6th. day of the (2^d. mo :) 1669.

Matthias Evans was married unto Patience Mede by Captain Clap the 28th. of y^e. (2 mo :) 1669.

Eleazer Hawes married by Cap^t. Clap unto Ruth Haines 23^d. (mo : 12) 1669.

1670.

Samuel Jinkins of Scituate was Married by Cap^t. Clap unto Mary Farre Widow Daughter of Daniel Preston the sixth of July 1670.

John Minot married unto Elizabeth Breck by Cap^t. Clap the Eleventh of March 1670.

1671.

Consider Atherton was Married unto Anna Aniball the 19th. (mo : 10) 1671.

Nicolas How Married unto Mary Sumner by M^r. Stoughton the 19th. (mo : 11) 1671.

1672.

Hopestill Clap was Married unto Susanna Swift by M^r. Stoughton 18th. (mo : 2) 1672.

M^r. Daniel Henchman of Boston was Married unto M^{rs}. Mary Pole the Daughter of M^r. William Pole of Dorchester, by M^r. Stoughton the 26th. (mo : 2) 1672.

M^r. John Pole eldest Son of M^r. William Pole was Married unto M^{rs}. Elizabeth Brenton of Taunton 28th. March 1672.

1673.

Samuel Capen the Son of Deacon Capen was Married unto Susanna Payson by M^r. William Stoughton the 9th. of the (2 mo :) called April 1673.

Widow Robison Married to Griffin Craft of Roxbury by M^r. Stoughton the 15th. (mo : 5) 1673.

Samuel Pelton married unto Mary, the Daughter of John Smith Quartermaster the 16th. (mo : 5) 1673, by M^r. Stoughton.

Thomas More & Susanna Newel both of Roxbury, were joined in Marriage by M^r. Stoughton Assistant Oct^r. the 3^d. 1673.

Theophilus Curtis & Hannah Payn of Braintry, were joyned in Marriage by Mr. William Stoughton of Dorchester Assistant the 7th. of January 1673.

Samuel Pennyman & Elizabeth Parmiter were joined in Marriage by Mr. William Stoughton of Dorchester Assistant Jan^r. the 6th. 1673.

John Davis & Marie Torrey both of Roxbury, were joined in Marriage by Mr. William Stoughton of Dorchester Assistant January the 14th. 1673.

Peter Scot & Abigail Neale were joined in Marriage by Mr. Stoughton of Dorchester Assistant the 22^d. of January 1673.

Benjamin Badeock & Hannah Daniel both of Milton, were joined in Marriage by Mr. Stoughton Assistant Feb^r. 11th. 1673.

Joseph Skilton of Dedham & Deborah How of Dorehester, joined in Marriage by Mr. Stoughton Assistant the 25th. of February 1673.

1674.

John Harris of Boston & Susanna Breck of Dorchester, were joined in Marriage by Mr. Edward Ting Assistant the 20th. of the (1 mo :) called March 1674.

Jonathan Wood of Medfield & Mary Daniel of Milton, were joined in Marriage by Mr. Stoughton of Dorehester Assistant on the 26th of the (3 mo :) called May 1674.

James Allison of Boston & Elizabeth Vasey of Braintry, were joined in Marriage by Mr. William Stoughton of Dorchester Assistant on the 28th. Day (mo : 3) called May 1674.

James Hosley & Martha Parker were joined in Marriage by Mr. Stoughton of Dorehester Assistant on the 13th. mo : 10th. 1674.

John Barber of Meadfield & Abigail Badeock of Milton were Married by Mr. William Stoughton Assistant on the 17th. day of the 10 mo : 1674.

Ebenezer Williams & Martha Hall were Married by Mr. William Stoughton September (18th.) 74.

James Foster & Mary Capin were Married by Mr. William Stoughton Sep^r. (22.) 74.

John Weekes was Married to Sarah Hamon November 4th. 1674.

1675.

Joseph Greadly & Elizabeth Hiekman of Boston, were Married by Mr. William Stoughton June the (24th.) 75.

Barnard Capen & Sarah Trot were Married by Mr. William Stoughton June (2^d.) 75.

William Bently & Mary Houghton were Married by Mr. William Stoughton January the (20) 1675.

1676.

Exsperience Willis & Elizabeth Bolton were Married by Mr. William Stoughton October 25 : 76.

John Spurr & Merey Hoare were Married by Mr. Joseph Dudlow Dec^r. 26th. 1676.

1677.

Hopestill Humphry & Elizabeth Baker were Married by the Worshipfull Joseph Dudlow Esq^r. November 21st. 77.

Peter Talbut & Mary Wadell were Married by the Worshipfull Joseph Dudlow Esq^r. January 12th. 77.

1678.

Waching Atherton & Elizabeth Rigbee were married by the Worshipfull Daniel Gugins Esq^r. January 23^d. 78.

Anthony Hancoke & Sarah Wilson were Married by the Worshipfull Joseph Dudlow Esq^r. April 17th. 78.

Elisha Foster & Sarah Payson were Married by the Worshipfull Joseph Dudlow Esq^r. April 10th. 78.

Roger Billinge & Sarah Paine were Married by the worshipfull Mr. Dudlow January 22^d. 78.

1679.

Mr. Timothy Mather & Elizabeth Weekes were Married by the Worshipfull Mr. Bradstreet March 20th. 78^o.

John Jackson & Hannah Hoppen were Married by the Worshipfull Mr. Dudley July 16th. 79.

James Bird & Ann Withington were Married by the Worshpifull Mr. Danforth November 13th. 79.

Desire Clap & Sarah Pond were Married by Major Pinchin October 21st. 79.

John Mason & Content Wales were Married by Major Gugins October 15th. 1679.

1680.

James Barbor & Elizabeth Hide were Married by the Worshipfull Joseph Dudley Esq^r. June 23^d. 80.

Jonathan Davenport & Hannah Maner were Married by the Worshipfull Joseph Dudley Esq^r. December first 1680.

James Foster & Anna Lane were Married by y^e. Worshipfull Humphrey Dave Esq^r. October 7th. 80.

Ebenezer Williams & Sarah Beaman were Married by the Worshipfull Humphrey Dave Esq^r. December 28th. 80.

Jacob Huens & Martha Trescot were Married by the Worshipfull Humphrey Dave Esq^r. February 24th. 80.

Richard Mather & Katharine Wise were Married by the Worshipfull Joseph Dudley Esq^r. July 1st. 80.

1681.

Richard Puffer & Ruth Everet were Married by the Worshipfull Joseph Dudley Esq^r. March 23^d. 81.

Samuel Hall was Married unto Bashua Hinckley by the Worshipfull William Stoughton Esq^r. June 6th. 81.

Timothy Foster was Married unto Relief Dous by the Worshipfull William Stoughton Esq^r. March 9th: 81.

Samuel Joanes was Married unto Mary Tucker by the Worshipfull Joseph Dudley Esq^r. July 25th. 81.

Returne Badcocke & Sarah Deneson of Milton were Married by the Worshipfull William Stoughton Esq^r. Dec^r. 1st. 1681.

Thomas Pope & Margaret Long were Married by the Worshipfull Humphrey Dave Esq^r. November 18th. 81.

Nicolas Laurence & Mary Harice were married by the Worshipfull William Stoughton Esq^r. Nov^r. 3^d. 81.

1682.

Preserved Capen & Mary Pason were Married by Major Gugins May 16th. 82.

Philip Withington & Thankfull Pond were married by the Worshipfull John Hull Esq^r. November 17th. 82.

Philip Demauzaday & Margaret Glansha were Married by the Worshipfull John Hull Esq^r. November 22^d. 82.

Peter Adames & Mary Long were Married by the Worshipfull John Hull Esq^r. January 4th. 82.

James Blake & Hannah Macy were Married by Mr. James Walker 6 : 12 : 82.

Amiel Weekes & Abigail Trescott were Married by the Worshipfull John Hull Esq^r. March 2^d. 82.

Mr. John Danforth & M^{rs}. Elizabeth Minott were Married by the Worshipfull Increase Nowel Esq^r. November 21st. 82.

DEATHS.

1657.

Elizabeth Curtis Deceased this Life the 28 : 3 : 1657.

Rachel Kebbey Deceased this Life the 16 : 5 : 1657.

M^{rs}. Martha Minott Deceased this Life the 23 : 10 : 1657.

Dina Place Deceased this Life the 28 : 5 : 1657.

Joseph Tuchel Deceased this Life the 13 : 7 : 1657.

Sarah Rogers Deceased this Life the 21 : 7 : 1657.

Mr. Nathaniel Glover Deceased this Life the 21 : 3 : 1657.

James Swift Deceased this Life the 4 : 9 : 1657.

Elizabeth Swift Deceased this Life the 6 : 9 : 1657.

Thomas Birch Deceased this Life the 3 : 8 : 1657.

M^{rs}. Alice Bate Deceased this Life the 14 : 6 : 1657.

Elizabeth Rush Deceased this Life the 9 : 9 : 1657.

Thankfull Rush Deceased this Life the 21 : 9 : 1657.

Thomas Dickerman Deceased this Life the 3 : 11 : 1657.

Samuel Pond Deceased this Life the 2 : 8 : 1657.

Abigail Sumner Deceased this Life the 19 : 2 : 1657.

Elizabeth Pond Deceased this Life the 26 : 12 : 1657.

Martha Pond Deceased this Life the 2 : 1 : 1657 or 1658.

1658.

Elizabeth Roans Deceased this Life the 20 : 3 : 1658.

Jonathan Way Deceased this Life the 6 : 9 : 1658.

Hannah Joans Deceased this Life the 28 : 9 : 1658.

Jonathan Minott Deceased this Life the 29 : 9 : 1658.

Richard Denton Deceased this Life the 28 : 10 : 1658.

Richard Davis Deceased this Life the 2 : 11 : 1658.

Mary Grenaway Deceased this Life the 23 : 11 : 1658.

John Ellen Deceased this Life the 8 : 11 : 1658.

1659.

Preserved Davenport Deceased this Life the 4 : 2 : 1659.

Hugh Batten Deceased this Life the 8 : (4:) 1659.

Cornelius Tilestone Deceased this Life the 20 (5) 1659.

George Weekes Deceased this Life the 27 (8) 1659.

Abigail Clap Deceased this Life the 8 (11) 1659.

Joseph Pharnworth Deceased this Life the 12 (11) 1659.

Hannah Minott Deceased this Life the 16 (12) 1659.

1660.

Ellen Bowker Deceased this Life the 21 (1) 1659 or 1660.

Martha Ellen Deceased this Life the 17 (7) 1660.

Jonathan Blake Deceased this Life the 10 (9) 1660.

Isabell Turner Deceased this Life the 12 (10) 1660.

Enoch Wiswall Deceased the 18 (11) 1660.

M^{rs}. Elizabeth Withinton Deceased this Life the 16 (12) 1660.
 Andrew Picher Deceased this Life the 19 (12) 1660.

1661.

Henry Kebbey Deceased this Life the 10 (6) 1661.
 Major Humphrey Atherton Deceased this Life the 17 (7) 1661.
 John Modesley Deceased this Life the 27 (8) 1661.
 Sissily Modesly Deceased this Life the 3 (10) 1661.
 Mary Modesley Deceased this Life the 4 (10) 1661.
 George Procter Deceased this Life the 29 (11) 1661.
 Remember Swift Deceased the 5 (12) 1661.

1662.

Jonas Humphreys Deceased this Life the 9 (1) 1662.
 Joshua Clap Deceased the 22 (3) 1662.
 Hannah Billing Deceased the 25 (3) 1662.
 Edward Breck Deceased this Life the 2 (9) 1662.
 Jane Pope Deceased the 12 (11) 1662.

1663.

Richard Davis Deceased the 6 (1) 1663.
 Mr. William Blake Clerk of the Writts & Recorder for y^e Town, Departed this Life in the 69th. year of his Age the 25th. mo: 8. 1663.
 Richard the Son of Lieutenant Hopestill Foster departed this Life, the 6th. of the (8 mo :) 1663.
 Elizabeth the Daughter of Mr. Stephen Minot Died the 24th of the (9 mo :) 1663.
 Mary Newton Died the 31st of y^e (11 mo :) 1663.
 Mehitophel the Daughter of Thomas Damfort Died 18 of (8 mo :) 1663.

1664.

Unite the Son of Cap^t. Roger Clap Departed this Life, the 20th. of y^e (1 mo :) 1664.
 Jonathan the Son of Deacon Edward Clap Died the 30th. of the (3 mo :) 1664.
 Deacon Edward Clap Died the 8 Day & Buried the 10th. of the (11 mo :) 1664.
 Robert Pierce of the Great Lotts, died the 5th. was Buried the 7th. (11 mo :) 1664.
 John Hill of the Great Lotts Departed out of this Life the 31st. of the 3 mo :) 1664.
 Nathaniel the Son of Robert Sanders Died the 2^d. of the (1 mo :) 1664.
 Joshua the Son of Robert Sanders Died the 1st. of the (2 mo :) 1664.
 Mary the Daughter of Robert Sanders Died the 16th. of the (4 mo :) 1664.
 Hopestill the Son of Richard Hall was Born the 30th. (10 mo :) 1663, Died 24 (4 mo :) 1664.

1665.

Elizabeth Way the Wife of Henry Way aged 84. Departed this Life 23 (4) 1665.
 Joseph Bird the Son of Thomas Bird Departed this Life, the 26 (7 mo :) 1665.
 Laurenee Smith Departed this Life the 3^d. of the (8 mo :) 1665.
 John the Son of Samuel Clap Died the 6th. of the (8 mo :) 1665.
 Sarah the Daughter of James White Died the 2^d. of the (11 mo :) 1665.

1666.

Samuel the Son of Samuel Sumner Died 26th. (3 mo :) 1666.
 John the Son of Frances Ball Died the 14th. of the (7 mo :) 1666.
 Sarah the Daughter of James Blake Died the 22^d. (3 mo :) 1666.
 Elder Henry Withington aged 79 Departed this Life the 2^d. (12 mo :) 1666.
 Samuel the Son of Sergeant Samuel Clap Died the 25th. (12 mo :) 1666.
 Gabriel Mede aged about 77 Departed this Life 12th. (3 mo :) 1666.

1667.

Thomas Bird Senior aged 54 Departed this Life 8th. (4 mo :) 1667.
 Dependance the Son of Richard Hall Departed this Life 5th. (6 mo :) 1667.
 Henry Way aged 84 Departed this Life the 24th. (3 mo :) 1667.
 Mr. Thomas Jones, aged 75 Departed this Life 13th. of the (9 mo :) 1667.
 M^{rs}. Lydia Minot the Wife of Mr. John Minot Died in Child-Bed together with her Child the 25th. (11 mo :) 1667, Buried 27th. 1667.

1668.

Jane Humpries Widow Departed this Life, the 2^d. Day of (mo : 6) 1668.
 Lydia the Daughter of Daniel Elder, Born the 10th. (mo : 5) Died the 12 (mo : 6) 1668.
 Mary the Daughter of Obadiah Hawes Departed this Life 13th. (mo : 2) 1668.
 Ebenezer the Son of Obadiah Hawes Born the 15th. (mo : 10) Died 25th. of the same Month 1668.
 Jasper Rush aged 58, Departed this Life the 23^d. of the (12 mo :) 1668.

1669.

Sarah Bird the Daughter of Thomas Bird Sen : Departed this Life the 24th. of the (2 mo :) 1669.
 Bethiah the Wife of Moses Eayre Departed this Life 15th. (mo. 2) 1669.
 Mr. Richard Mather, the Reverend Teacher of the Church of Dorchester, Departed this Life, the 22^d. (mo : 2) 1669. the 73 year of his Age.
 Mr. John Minot Departed out of this Life the 12th. (mo : 6th.) 1669.
 Jonathan Brag a Soldier at the Castle under Cap^t. Clap Died 21st. (mo : 4) 1669.

1670.

M^{rs}. Hannah Minot the Wife of Mr. James Minot departed this Life the 27th. Day (mo : 1) 1670.
 Patience the Wife of Matthias Evans Departed this Life 22^d. (mo : 3) 1670.
 Mary the Daughter of John Baker Departed this Life 26th (mo : 11) 1670.
 A Daughter of James Bird being his first Child born 22^d. (mo : 7) Departed this Life the 1st. of the (8 mo :) 1670.

1671.

Mr. Anthony Fisher Departed out of this Life in the 80th. year of his age (April 18) 1671.
 Experience the Daughter of Serjeant Samuel Clap, Died the 3^d. (mo : 6) 1671.
 Jone the Wife of Arthur Cartwright Deceased the 29th. (mo. 8) 1671.

Mr. Stephen Minot Departed out of this Life the 16th. (mo : 12) 1671.
Nathaniel Pattin Departed this Life the 31 January 1661.*

1672.

William Dyer Departed this Life, the 18th. of the (4 mon :) called June 1672. being the 93^d. year of his Age.
Ruth the Wife of Eleazer Hawes Departed this Life the 16th. (mo : 6) 1672.
Mary the Daughter of Richard Evens Died Sep^r. the 1st. 1672.

1673.

Thomas Andrews Departed this Life the 20th. (mon : 3^d.) 1673.
The Widow Fisher Departed this Life the 22^d. (mo : 4) called June 1673.
The Widow Bird Departed out of this Life the 21st. (mo : 6) 1673.
Elizabeth the Daughter of John Wales Departed this Life 30th. (mo : 4) 1673.
Mary Bird the Wife of James Bird Died in Child-Bed January 23^d. 1673.
Mary the Daughter of our Rev^d. Pastor Mr. Flint Born the 18th. of the (9 mo :) 1672, Died the 15th. (mo : 10) 1673.

1674.

Samuel the Son of Samuel Capen Died the 5th. (mo : 4) 1674.
Unite the Son of Samuel Clap Departed this Life the 18th. of 11 mo : 1674.
Sarah Annable Dyed June 28th. 1674.
Mr. William Pole that Sage, Reverend Pious Man of God Departed this Life February the (24th.) 1674.
Cornelius Morgan Died August 28th. 74.

1675.

Nicholas George Sen^r. Died the (3 of April 1675.
John Blakman Sen^r. Died the (28th. of April 1675.
Thomas Swift Sen^r. Died the (4th. of May 1675.
Elizabeth the Daughter of Joshua Henshiah Died August 3^d.) 75.
John Gurnell Died July the 30th) 75.
Nathaniel the Son of Mr. Nathaniel Glover Died August (7th.) 75.
Elizabeth the Daughter of Obadiah Swift Died Sept^r. 17th. 75.
Preserved the Son of Samuel Sumner Died December (25th.) 75.
Sarah How Died November (25th.) 75.
Sarah Ley Died Feb^r. 27th. 75.
Mary the Daughter of James Foster Died October (29th.) 1675.
Mr^s. Justin Patton Died December the (28th.) 75.

1676.

Mr. James Minot Sen^r. Died March 30th. 76.
Mary the Wife of Obadiah Hawes Died April 21st. 76.
Mary the Daughter of John Beman Died May 3^d. 76.
John Homes Sen^r. Died May 17th. 76.
Mr^s. Mariery Withington Died May 20th. 76.
William Riall Died June 15th 76.
Mary the Wife of William Sumner Sen^r. Died June 7th. 76.
Return the Son of Serjeant Samuel Clap Died July 18th. 76.
Joseph Longe Sen^r. Died August 26th. 76.
Elizabeth the Daughter of Timothy Foster Died Sep^r. 15th. 76.
Mary the Daughter of John Withington Died Sep^r. 15th. 76.
Ebenezer Lawrence the Son of Nicolas Lawrence Died Sept^r. 20th. 76.

* Probably a slip of the pen.

John Smith Died Sep^r. 17th. 76.
 Enoch the Son of Enoch Wiswell Died Sep^r. 27th. 76.
 Zipporah the Daughter of Roger Billinge Died October 8th. 76.
 Elizabeth the Wife of Joshua George Died October 11th. 76.
 Edward the Son of Edward Blake Died September 30th. 76.
 Samuel the Son of Samuel Hill Died Sep^r. 19th. 76.
 Elizabeth the Wife of Nathaniel Wales Died October 22^d. 76.
 John the Son of Samuel Sumner Died October 15th. 76.
 Captain Hopestill Foster Died Oct^r. 15th. 76.
 Mary the Daughter of Samuel Hicks Died December 23^d. 76.
 Susan the Daughter of William Blake Died May 4th. 76.
 Edmund Forward Died Feb^r. 16th. 1676.
 Samuel the Son of Samuel Capin Died January 6th. 76.
 Josiah the Son of John Minot Died January 11th. 76.
 Frances the Wife of Jonas Astin Died November 18th. 76.
 Mary the Daughter of Samuel Hill Died November 15th. 76.

1677.

Mary Humphry the Wife of Elder James Humphry Died May 7 : 77.
 James Hosley Died July 9th. 77.
 Katharine the Wife of Thomas Tolman Senior Died November 7th. 77.
 Jonathan Billinge Died Jan^r. 14th. 1677.
 Patience the Daughter of Nicolas Laurence Died December 2^d. 77.
 William Weekes Clerk of the Writts Died Dec^r. 13th. 77.
 Elizabeth Swift Died Jan^r. 26th. 77.
 Ruth the Wife of Timothy Foster Died December 5th. 77.
 Joanna the Wife of Robert Sanders Died Dec^r. 9th. 77.
 Stephen Hoppen Sen^r. Died Nov^r. first 1677.

1678.

Elizabeth the Wife of Mr. Timothy Mather Died May 15th. 78.
 Susanna the Daughter of John White Died June 18th. 78.
 Quarter Mr. John Smith Died April 29th. 1678.
 Agnes Blake Widow Died July 22^d. 1678.
 John Memry Died July 22^d. 78.
 Mary Memry Widow Died August 17th. 78.
 Susanna Daughter of Samuel Sumner Died November 7th. 78.
 Jane the Wife of John Burge Died April 4th. 78.
 John Burge Died October 22^d. 78.
 M^{rs}. Joanna Newman Died Nov^r. 23^d. 78, & was Buried at Braintree by
 her Father, at her own Desire, Nov^r. 26th. 78.
 Alice Lake Died October 20th. 78.
 Thomas Lake Died Oct^r. 27th. 78.
 Job an Indian of M^{rs}. Flints Died Feb^r. 23^d. 78.
 John the Son of Samuel Chandler Died 27 : 11 : 78.
 Gamaliel Beaman Jun^r. Died March 23^d. 78-9.
 Esther the Wife of Samuel Chandler Died 14 : 10 : 78.
 Martha the Wife of Ebenezer Williams Died Feb^r. 27th. 78.
 Phebe Ryall Widow Died July 16th. 78.
 Dorcas the Wife of John Browne Died February 29th. 78.
 John Merefeild Died Dec^r. 9th. 78.
 M^{rs}. Ellen Joanes Died Feb. 2^d. 78.
 Mary the Wife of James Foster Died Feb^r. 8th. 78.
 Abia the Daughter of Samuel Trescot Died Feb^r. 20th. 78.
 Abia Rogers Widow Died March 10th. 78.⁹
 Bathsheba the Daughter of Abia Rogers Died March 10th. 78.⁹
 Abigail Daughter of Abia Rogers Died March 6th. 78.⁹
 Fortune a Negro of Mr. Stoughton's Died Dec^r. 23^d. 78.
 John Burden Died January 29th. 78.
 Nathaniel Osburne Died January 11th. 78.

1679.

Mrs. Ailee Morell Died April 2^d. 79.
 Mehetabel Hill Died March 5th. 79.
 Serj^t. Amiel Weekes Died April 20th. 79
 Sarah Davenport Died May 10th. 79.
 Mary the Daughter of John Withington Died Oct^r. 1st. 79.
 Nicolas Clap Died November 24th. 79.
 John the Son of Consider Atherton Died June 22^d. 79.
 Hannah the Daughter of Ralph Houghton Died October 8th. 79.
 John the Son of Ralph Houghton Died October 10th. 79.
 Benjamin the Son of Joseph Leeds Died October 2^d. 79.
 William the Son of John Trescot Died Sep^r. 28th. 79.
 Edward the Son of Nehemiah Clap Died Feb^r. first 79.
 Henry the Son of Henry Roberts Died August 25th. 79.
 Hannah the Daughter of Serjeant Samuel Clap Died March first 79, or 80
 Elizabeth Laurence Died Feb^r. 18th. 79.
 Berechiah the Son of Richard But Died January 22^d. 79.
 Deliverance the Daughter of Richard But Died Feb^r. 10th. 79.
 Joseph the Son of John Pope was Born October 17th: & Died the 24
 Day of the same Month.

1680.

Elizabeth the Daughter of Lieutenant John Capen Died April 17th. 80.
 William Turner Died August 15th. 80.
 Mr. Josiah Flint the Reverend Pastor to the Church of Dorechester Died
 Sep^r. 16th. 80.
 John Pelton Died Jan^r. 23^d. 80.
 Edward Wyet Died Feb^r. 14th. 80.
 Caleb an Indian Servant to Joshua Henshaw Died January 27th. 80.
 Return the Son of Henry White Died December 1680.
 George the Son of George Russell Esq^r. Died Feb^r. 21st. 80.

1681.

Mrs. Elizabeth Stoughton Died August 6th. 81.
 John Capen Died August 7th. 81.
 Thomas Grant Died August 24th. 81.
 Mr. John Foster Died Sep^r. 9th. 81.
 Jonathan the Son of David Joanes Died Jan^r. 6th. 81.
 Elizabeth the Daughter of David Joanes Died Jan^r. 20th. 81.
 Sarah the Wife of Ebenezer Williams Died October 19th. 81.
 John Beleher Died Feb^r. 2^d. 81.
 Bathsheba the Wife of John Pason Died Feb^r. 20th. 81.
 Ruth the Wife of Isaac Ryall Died May the first 81.
 Abram Blackeman Died Oct^r. 5th. 81.
 Mary Blackeman Died 25: 10: 81.
 Abiel the Son of William Cheny Died Dec^r. 17th. 81.
 John George Son of Richard George & Elizabeth his Wife Died Feb^r.
 2^d. 1681/2.

1682.

Thankfull Lewes Died Sep^r. 5th. 82.
 Urseila Batten Died Dec^r. 19th. 82.
 William Lewis Died Sep^r. 6th. 82.
 Edmund Browne Died Sep^r. 23^d. 82.
 Abigail the Wife of Ezra Clap Died October 12th. 82.
 Ebenezer the Son of Samuel Capen Died November first 82.
 Nathaniel the Son of John Capen Died Nov^r. 29th. 82.
 Joane the Wife of Richard Leeds Died Feb^r. 9th. 82.
 Elisha Foster Died Oct^r. 16th. 82.

1683.

John Mason Died March 18th. 1683.
 Robert Sanders Died March 6th. 83.
 Mary Smith Widow Died June the 11th. 83.
 John Wales Jun^r. Died June 18th. 83.
 John Staple Died July 4th. 83.
 Nicolas Boulton Died May 27th. 83.
 Hannah the Wife of James Blake Jun^r. Died June the first 83.
 Hannah the Daughter of the Widow Weekes Died August 3^d. 83.
 Samuel the Son of John Browne Died June 16th. 83.
 Sarah the Wife of David Joanes Died October 13th. 83.
 Elizabeth the Daughter of Obadiah Swift Died Nov^r. 2^d. 83.
 Martha Minot Died October 11th. 83.
 Increase Sumner Died Sep^r. 30th 83.
 Sarah the Daughter of Increase Sumner Died Oct^r. 22^d. 83.
 William, the son of Desire Clap, Died November 27. 83.
 Roger Billinge Died November 15, '83.
 Bathsheba, the daughter of John Pason Died May 10, '83.
 Hannah, the daughter of John Baker Died August 9th, '83.

BIRTHS.**1684.**

James the son of Bernard Capen born : 8 : 2 : 84 and died the same day.
 Ruth the daughter of Hopstill Humfrey was born may : 13th : 84.
 Joseph the son of Richard Butt was born march 14 : 84 :
 Samuel the son of John Withington was born : may : 4th : 84 :
 Samuel the son of Increase Sumner was born July : 27 : 84 :
 Mehitable the Daughter of Nathaneel Clap was born august 30th : 84 :
 Hanah the daughter of John Capen was born october : 21st : 84 :
 Nathaneel the son of John Brecke was born Decemb : first 84 :
 Elizabeth daughter of Joshua Henshaw was born october first 84 :
 Elizabeth daughter of John Baker was born July 18th : 84 :
 Rebecah daughter of John Trescote was born october : 24th : 84 :
 Ebenezar the son of Samuel Joanes was born novemb : 9th : 84 :
 Elizabeth the daughter of Joseph Leeds was born septemb : 7th : 84 :
 Waitestill daughter of Samuel Topliffe was born novemb : 6th : 84 :
 Elizabeth daughter of Daniel Preston was born septemb : 29th : 84 :
 Rodger the son of Rodger Billinge was born January : 9th : 84 :
 Ebenezar the son of Nicolas Laurence was born : January : 8 : 84 :
 Increase the Son of Samuel Sumner born : 21 : 6 : 84 : and died : 3 : 7th :
 84.
 Samuel Son of Richard Mather was born January : 3d : 84 :
 Experience Daughter of James Barbor was born february 4th : 84 :
 Anna the Daughter of James Foster was born : 27 : 11 : 84 :
 John the Son of John Garnesey was born decemb : 7th : 84 :
 Prudence the daughter of Timothy Foster was born 3d : 10mo : 84 :
 William the Son of Henery White was born feb : 7th : 84 :

1685.

Kartharine the Daughter of John Bird was born march 14th : 1685 :
 Sarah the daughter of Henery Withington was born aprill : 13th : 85 :
 Hanah the daughter of Thomas Peirce was born June. 9th : 85.

Hephzibah the Daughter of Ebenezar Billinge was born may: 11: 85:
 Samuel the son of Isaak How was born June: 17th: 85:
 John the son of Bernard Capen was born July the first: 85:
 Ruth the daughter of John Tolman was born July first: 85:
 Susanah the daughter of Samuel Paul was born July: 15: 85:
 Samuel the son of Samuel Wales was born July: 15: 85:
 Waitestill the daughter of William Ryall was born July: 25: 85:
 Mary the daughter of Ephraim Pason was born July: 23: 85:
 John the son of John Hobbec was born July: 20th: 85:
 Thankfull the daughter of Philipp Withington was born: 1st: 7mo: 85:
 Mary the daughter of Hopstill Clap was born septemb: 22d: 85:
 Hanah the daughter of James Blake was born septemb: 16th: 85:
 Thomas the son of Thomas Trott was born: novemb: 4th: 85:
 Enoch the son of John Wiswell was born: January: 7th: 85:
 Ebenezar the son of James White was born July: 3d: 85:
 Thomas the son of Mr. John Danforth was born novemb 3d or 4th:
 1685.
 Thankfull the daughter of John Blackman was born february: 12: 85
 Elizabeth the Daughter of Walter Everenden was born march 21: 85
 John the Son of John Pelton borne, 25. 2m, 1685.
 Elizabeth Bally the Daughter of Henry Bally and Mary his wife was
 Borne December the 14 1685

1686.

Samuel the son of Samuel Capen was born march the first: 1686
 Eliiah & Elisha the two sonnes of James Taylor born: march: 17th:
 86.
 Sarah the daughter of Desire Clap was born march: 25: 86:
 Nathaneel the son of Israel How was born march: 27: 86:
 John the son of John Boulton was born may 21st: 1686:
 Bebee the daughter of James Bird was born may: 22: 86.
 Ithamer the son of Samuel Pelton was born march: 3d 86.
 Sarah the daughter of Noah Beaman was born July: 23: 86
 Sarah the daughter of Ephraim Pason was born october 22: 86:
 Rebecah the daughter of Joseph Leeds was born novemb: 8: 86
 Hanah the daughter of John Withington was born decemb: 19: 86:
 Suply the son of Hopstill Clap was born decemb: 25: 1686:
 Benjamin the son of Thomas Bird was born: aprill: 13: 86:
 John the son of Thomas Andrewes was born the last weeke in July:
 1686:
 Thomas the son of Timothy Foster was born Novemb: 3: 86:
 Henery the son of Henery Withington was born september: 7th: 86
 Patience the daughter of James Foster was born february: 12: 1686
 Joseph the son of Richard Mather was born february: 29: 86
 Patience the daughter of Isaake Humfrey was born feb: 19: 86
 Sarah the daughter of Hopestill Humfrey was born sept: 17: 86
 Mehitable the daughter of Increase Sumner was born June 18: 86
 Peter the son of Peter Lyon was born December: 19th: 1686:
 William the son of Rodger Billing was born July: 27: 86
 Thomas the Son of Thomas Plinly was born Novemr the 27th 1686
 Hannah Breck Daughtar of John Breck was born November 21. 1686
 Hepzebeth y^e Daughter of Peeter Cally was born y^e 3 Day of Aprill
 1696. (sic)

1687.

James the son of James Barbor was born Aprill 8th: 87.
 Mary the Daughter of John Blake was born Aprill: 26: 87:
 Abigail the daughter of Ammiell Weekes born Aprill: 29: 87:
 Joseph the son of Samuel Topliffe was born: Aprill: 10: 87:

Thomas the son of Robert Spur was born may: 12: 87:
 Kathareene the daughter of Joshua Hensha was born may: 28: 87
 Mary the daughter of John Goodale was born July: 14: 87:
 Mercy the daughter of Ebenezar Billing born: June: 28: 87
 Mary Joanes the Daughter of Ebenezar Joanes was borne May the 8th,
 1687.
 John the Son of John Trescoot was borne Mareh the 30th, 1687
 Samuell the Son of Samuell Hall was borne Aprill the 9th 1687
 Hanah the Daughtar of John Bakar was borne July the 11th 1687
 John the Son of John Blackman was borne August the 13th. 1687
 William the Son of John Toleman was borne Sept the 2t. 1687.
 Thomas the Son of Samuel Hill was born June the 8th, 1687.
 Hannah the Daughtar of John Hobby was born July the 2t, 1687.
 John the Son of Nathaniel Glover was born Sept. 18. 1687.
 Sarah the Daughtar of Henry Robarts was born Aprill the 11th, 1687.
 Israel Stoughton Danforth Son to Mr John Danforth borne the 14th, of
 oet, 1687.
 Dightton Bird Daughtar of John Bird was borne Novemr, the 10th,
 1687.
 Thomas the Son of Thomas Evens was borne Deeember the 10th, 1687.
 Elizabeth the Daughtar of Daniel Preston was borne Decembar the 14th,
 1687.
 Sarah the Daughtar of William Ryall was borne Decembar the 15th
 1687:
 Ebenezar the Son of Phillip Withington was borne Desembar the 21,
 1687.
 Robart the Son of Isaac Ryall was borne January the 12th, 1687 or
 1688.
 Thomas the Son of Charles Davenport was borne January the 13th,
 1687⁷/₈
 Zipporah the Daughtar of Mary Pond, John Goodall as the Deputed
 fathar was borne Desombar: the 31: 1687
 Hannah Breck the Daughtar of John Breck was borne Febuary the 17th.
 1687⁷/₈
 Sarah the Daughtar of Rogar Billing was borne Febuary the, 27th, 1687⁷/₈
 John the Son of Richard Evens was born March the 9th, 1687⁷/₈
 Huldah the Daughtar of Samuel Chandlar was born Mareh the 13th
 1687⁷/₈
 Robart the Son of Waltar Everenden was borne January the 10th
 1687⁷/₈
 Susanah the Daughtar of Samuel Strong was borne Febuary the 22t.
 1687⁷/₈

1688.

John the Son of Samuel Wales was borne April the 5th, 1688
 Daniell the Son of Daniell Mory was borne Aprill the 4th 1688.
 Zivitha the Daughter of Ebenezer Davenport, was Born the 3 day of may
 1688
 Samuel Son of Thomas Robinson was borne March 31. 1688.
 Silence the Daughtar of Henry Withington Late Desesed was borne Aprill
 the 19th. 1688.
 James the Son of James Blake Junr. was borne April the 29th 1688
 Priscilla the Daughtar of James Bird was borne Aprill the 10th 1688
 John the Son of John Brown was borne May the 9th, 1688
 John the Son of Content Mason was borne May the 17th: 1688
 Jane the Daughtar of Petar Lyon Junr. was borne July the 8th, 1688;
 Thankfull the Daughtar of William Rawson was borne August the, 6th,
 1688;
 Presarved the daughter of Desiar Clap was borne August the 8th. 1688;
 William the Son of Peter Wood was borne May the 7th, 1688;

Elizabeth the Daughtar of Timothy Fostar was borne octobar the 13th, 1688.

Josiah the Son of Petar OKally was borne Novembar the 3d, 1688,

Susanah the Daughter of Samuel Capin was borne Novembar the, 10th, 1688,

Patience and Elizabeth the Daughters of Noah Beman was borne desember 15. 1688

Samuel the Son of Ebenezar Williams was borne Desember 20th. 1688,

John the Son of Hopestill Humphrey born Desember 31. 1688.

John the Son of Mr John Danforth was borne January the 26th, 1688 $\frac{8}{9}$

John The Son of John Wiswall was Born Novembar the 15th 1688

Jarajah the Son of Hopestill Clap was born Febuary the 15th. 1688 $\frac{8}{9}$

John the Son of Sargt James Fostar was born Febuary the 9th 1688 $\frac{8}{9}$

Ruth the Daughtar of Ephraim Payson was borne March the 2t, 1688 $\frac{8}{9}$

Mary the Daughtar of Jonathan Gullevar was borne Jenuary the 27th, 1688 $\frac{8}{9}$

Hannah the Daughtar of Isaac How was born March the, 18th, 1688 $\frac{8}{9}$

Joseph the Son of Israel How was borne March the, 22th, 1688 $\frac{8}{9}$

Mary the Daughtar of Samuell Payson was borne March the 9th, 1688 $\frac{8}{9}$

Joseph the Son of Joseph Triscot was born March the 21t, 1688 $\frac{8}{9}$

Georg The Son of Amiell Weeks was born march the 20th, 1688 $\frac{8}{9}$

Samuel the Son of Samuell Minott was borne Novemr 23th. 1688,

Submit the Daughtar of Henry White was born desember the 9th. 1688.

1689.

John the Son of John Blake was borne March the 27th, 1689 :

Hannah the Daughter of Ebenezar Joanes was born Aprill the 7th, 1689 ;

John the Son of John Glovar was borne may, 6th. 1689.

Eliakim the Son of John Blackman was born March the 26th. 1689 : —,

Dorcas the Daughter of John Brown was borne May the 16th, 1689.

Elizabeth the Daughtar of Ebenezar Lyon was borne, may the 3d. 1689.

Samuell the Son of Samuell Brintnall was born may the 20th, 1689.

Samuell Plum the Son of Susanah Hall was Borne December the 15 1689.

Daved the Son of Daved Joans was borne July the 18th. 1689 :

Waitstill the Daughtar of Charls Davenport was borne July the 18th, 1689.

Beniamin the Son of Ebenezar Billinge was borne May the 31t, 1689.

Daniel the Son of Daniell Preston was borne Augt, the 15th

Timothy the Son of Samuel Joanes was born Sept, the 6th, 1689.

Mary the Daughtar of Waltar Everenden was born Aprill 27. 1689.

Daved the son of Nathaniel Wiat was borne Sept the 27th, 1689.

Patience the Daughtar of James Barbar was borne Sept. the 17 1689

Sarah the Daughtar of Increase Modslly was born January the 2t, 168 $\frac{9}{10}$

Robart the Soons of Robart Spur was born Desember the 29th, 1689.

Thomas the Son of Thomas Robinson was borne Desember the 29th, 1689

Nathaniel the Son of William Rawson was borne Novembar the 4th, 1689.

Elizabeth the Daughtar of Tomas Lamb was born Febuary the, 9th, 168 $\frac{9}{10}$.

Ebenezar The Son of Samuel Topliff was borne Febuary the 14th, 168 $\frac{9}{10}$

Mary the Daughtar of Phillip Withington was borne March the 1t, 168 $\frac{9}{10}$

Jerusha The Daughtar of Henry White was born february the 19th 168 $\frac{9}{10}$.

Jabish the Son of Samuell Capin was borne March the 3d, 168 $\frac{9}{10}$ and Dyed the same Day

Silence the Daughtar of John Bird was born Febuary the 14th, 168 $\frac{9}{10}$

William the Son of John Weeks was borne March the 23th, 168 $\frac{9}{10}$.

Steven the Sonn of Mr. Edward Mills was borne March the 11th, 168 $\frac{9}{10}$
 Hanah the Daughtar of Thomas Evans was borne Desember the 29:
 1689:

Susanah the Daughtar of John Withington was borne Febuary the
 18th, 168 $\frac{9}{10}$

Henry the Son of James Bird was borne March the 20th, 168 $\frac{9}{10}$

Elizabeth the Daughtar of Presarved Capin was borne March the 1t
 168 $\frac{9}{10}$

1690.

Elizabeth the Daughtar of John Wood was borne March the 27th, 1690.

Aaron the Sonn of Joseph Bird was borne August the 28th, 1690.

Thomas y^r Son of Samuel Hall was born September 5th 1690.

Katharin the Daughtar of Joseph Mather was borne July the 4th, 1690.

Elhanan the Sonn of Petar Lyon was borne May the 4th, 1690.

Sarah the Daughtar of Samuel Payson was borne Octobr, the 12th, 1690;

Samuel the Sonn of Capt John Breck was borne Sept. the: 14th, 1690.

Unight the Sonn of Hopestill Clap was borne octobar the 12t, 1690.

Abiall the sonn of Samuel Paull was born november the 22: 1690:

Mindwell the daughter of Oneseforis Tiellston was born the 14 of
 september 1690.

Thomas the Sonn of Nathaniell Glover was born the 26 of Desember
 1690.

Josiah the Son of John Blackman was born the 3 of March 1691.

Meriam the Dafter of Joseph Triscott was born the 19 of febueuri 1690.

Abijah the Son of John Baker Was born febreari the 25th 1690.

Heaster the Dafter of Ebenezer Davenport was born febreuui the 11th,
 1690

Samuel the Son of Ebenezer Jones was born march the 5th 1691

Johnathan the Son of Samuel Capen was born march the 17th. 1691

Inceas the Son of Increse Moadslie was born march the 23d, 1691.

Jamimah the Daughter of James Foster was born the 9 of Desember
 1690

Edward Bally the Son of Henry Bally and Mary his wife was Born may
 the 14 1690

1691.

Zackariah the Son of Nathaniell Lieon was born the 26 of Aprill 1691

Relese the Dafter of Daniell Preston was Born the 29 of Aprill. 1691

Bathsheba the Dafter of Thomas Lion was Born the 14th of July 1691

Timothie the Son of Izraell How was born the 6th of July 1691.

Hopstill the Son of Joseph Blake was Born the 11 of Januarie 1690

Johnathan the Son of John Dier alias Abagall Ball was born the 8 of
 march 1691.

Elizabeth the Dafter of Noah Beaman was born the 21 of August 1691.

Samuell the Son of Hopstill Humphry was born the 27th of August
 1691

Steven the Son of Roger Billing was Born the 27 of august 1691

Samuell the Son of John Blake was Born the 26 of september 1691

Elizabeth the Daughter of Joseph Weeks & Sarah his wife was born the
 31 day of august 1691.

Mercy the Daughter of Samuell Trott was Born the 20 day of September
 1691.

Thomas the Sonn of Samuel Webb and Mary his wife was born the 26 of
 August 1691.

Abiall the son of Mary widow of Nickales Georg junier was born the 17
 of Desember 1691

Sarah the daughter of Smith Woodward and Thankfull his wife was born
 the 20 of september 1691.

Susanah the daughter of Thomas Moadslie and Susanah his wife was
 born 13 of desember 1691.

Jacob the son of Joseph Heuins and Mehitable his wife was born the 4th of Janearie 169 $\frac{1}{2}$
 Samuell the son of Ebenezer Billing and Hanah his wife was born the 30 April 91
 Ann the daughter of Samuell Pason & Marah his wife was born the 3 day of february 169 $\frac{1}{2}$
 Bethiah the daughter of John Wodd & Elizabeth his wife was born the 11 of february 169 $\frac{1}{2}$
 John the sonn of John Brown & Marie his wife was born the 5 of february 169 $\frac{1}{2}$
 Marie the daughter of John Triscott and his wife was born the 17th of march 1692.
 Ebenezer the son of William Rawson was born the 23 of Aprill 1691.
 William the son of Phillip Withington and Thankfull his wife was born the 18 of febrearie 1691
 Nathanell Tolman the Son of Thomas Tolman and Expearence his wife was Borne the 22 of December 1691
 Gershon Patten the Son of Daved Patten and Mary his wife was Borne the (21 of Juanray 169 $\frac{1}{2}$
 Waitestill Wiate the Daughter of Nathanell Wiate and Mary his wife was Borne the (3) of January 169 $\frac{1}{2}$

1692.

Edward the son of William Rawson was born the 29 day of aprill 1692.
 Hana the dafter of Joseph Bird & Meriam his wife was born the 2 day of agust 1692.
 Marah the Daughter of John Blackman and Jane his wiff was born the 30th of aprill 92
 Hana the Daughter of Johnathan Hall and Elisabeth his wiffe was born 17th of agust 92
 Nathaniell the son of Samuell Toplif and Pacience his wife was born the 7 of september 92
 Elisabeth the Daughter of Daniell Preston was born the 7th of september 1692
 Elisabeth the daughter of Samuell Jones was born the 12th of september 1692
 Thomas the son of Olliver Wiswall and Sarah his wiffe was born the 29 agust 1692
 Nathaniell the son of Joseph and Mehitable Blake was born the 6 day of september 92.
 Elisabeth the Daughter of Robert Spur and Elisabeth his wife was born the 1 of June 1692
 Mary Foster the Daughter of James Foster was Born the 13 of october 1692
 Richard the son of Samuell Maxfeeld was Born the 18 of september 1692.
 Ann the Daughter of Preserved Capen was born the 12 november 92.
 Rebecka the daughter of Ebenezer Joans was born the 11 of Desember 1692
 Thomas the son of Jams Bird was born the 1 of Janeuari 169 $\frac{3}{2}$
 Jamimah the Daughter of William Ryoll was born the 13th of Janeary 169 $\frac{3}{2}$
 Elisabeth the Daughter of mister John Danforth was born the 12 day of febrearie 169 $\frac{3}{2}$
 James the son of Ebenezer Davenport was Born the first Day of march 1693
 Martha the Daughter of Ralph Houghton and Mary his wife was Borne the (3) of Febreary 169 $\frac{2}{3}$

Ellenor Wood the Daughte of Contentt Mason was Borne may the (9) 1692

Bariah and Bezaleel the Sones of Ebnezer Billing and Hannah his wife ware Born the 24 of December 1692

1693.

Abigaill the Daughter of Charles Davenport was Born march (10) 1693
Abigaill the Daughter of Standfast Foster was Born the 18 of March 1693

Samuell the son of Samuell Trott was Born the March the 23: 1693

Ephraim the son of Ephraim Parson was Borne the 26 of march 1693

Sarrah Weeks the Daughter of Joseph Weeks and Sarah his wife was Borne the third of aprall 1693

Katherine the Daughter of Noah Beman was Borne the (12) of apriall 1693

Abigaill the Daughter of Thomas Robbison was Borne aprall the 23 1693

Robertt the Son of Bengeman Mearifeld was Borne Aprell the 26 1693

Keziah the Daughter of Bengeman Blackman and Jemimah his wife was Borne June the 6: 1693.

Jean the Daughter of John Burd and Elizabeth his wife was Borne the 25 of June 1693.

Elizabeth Biship the Daughter of James Biship and Elizabeth his wife was borne the 2 of Augt. and Died the third Day of the same mounth 1693

Ruth the Daughter of Isaack Humpry and Ruth his wife was Borne August the (4) 1693

Dorathy the Daughter of Joshua Story and Alice his wife was Borne August the 25 — 1693

Samuell Parson the Son of Samuell Parson and Mary his wife was Borne the 4 of September 1693

Hannah Blake the Daughter of John Blake and Hannah his wife was Borne the (8) of September 1693

Johanah Lyon the Daughter of Thomas Lyon and Johannah his wife was Borne Augstt the 28 1693

Thomas Webb the Son of Samuell Webb and Mary his wife was Borne the (7) of September 1693

Susanna Capen the Daughter of Samuel Capen and Susanna his wife was Borne the (5) of September 1693

Ann Roson the Daughter of William Roson and Ann his wife was Borne the 28 of August 1693

Martha The daughter of John Browne and Mary his wife was borne the 7: of September: 1693

Mary Evenes the Daughter of Thomas Evenes and Hannah his wife was Borne the 19 of october 1693.

Ebnezer Withenton the Son of Ebnezer Withenton and Mary his wife was Borne the 22 of December 1692

Thankfull Wooderd the Daughter of Smith Wooderd and Thankfull his wife was Borne the (1) of November

Elizabeth Eares the Daughter of Moses Eares and Elizabeth his wife was Borne the 29 of Sep 1693

Elizabeth Blake the Daughter of Joseph Blake and Metible his wife was Borne the (5) of December 1693

Josiah Whitt the Son of Henry White and Mary his wife was Borne the 30 of December 1693

Sarah White the Daughter of Henry White and Mary his wife was Borne the (11) of October 1693.

Mehitable the Daughter of Joseph Heuens and Mehitable his wife was Borne the (7) of December 1693.

Daniell Presson the Son of Daniell Presson and Aibiall his wife was Borne the (10) of December 1693.
 Excirsise the Daughter of Joshua Henshea Born of Elizabeth Sumner was Borne the (15) of december 1693
 Joseph Leedes the Son of Josheph Leedes and Mary his wife was Borne the (10) of January 169 $\frac{1}{4}$
 Thimithy Tolman the Son of Thomas Tolman and Expearence his wife was Borne January the (10) 169 $\frac{1}{4}$
 Ann Withenton the Daughter of Josheph Withenton and Delevrance his wife was Borne the 31 of January 169 $\frac{3}{4}$
 Mary Holmes the Daughter of Ebnezer Holmes and Sarah his wife was Borne the 2 of Februray 169 $\frac{3}{4}$
 Mehitable the daughter of Rodger Billings was borne the 21 of Janauary 169 $\frac{3}{4}$
 MorreDeth Wiate the Daughter of Nathanell Wiate and Mary his wife was Borne Febrary the (4) 169 $\frac{3}{4}$
 Jane Blackman the Daughter of John Blackman and Jane his wife was Borne the 20 of Februry 169 $\frac{3}{4}$
 Henry Withenton the Son of Phillip Withenton and Thankfull his wife was Borne the 5 of march 169 $\frac{3}{4}$

1694.

Desier Hawse the Son of James Hawse and Damras his wife was Borne the 9th of April 1694.
 Martha Morrice was Borne the 9 of march 1694
 Susanah Williams the Daughter of Thomas Williames and Susanah his wife was Borne the (16) of march 169 $\frac{3}{4}$
 William Cock the Son of Robertt Cock Juner and Submit his wife was Borne the 27th of may 1694
 Elizabeth Hall the Daughter of Jonathan Hall and Elizabeth his wife was Borne may the 23: 1684 (sic)
 James Wood the Son of Contentt Mason was Borne Apiral the (18) 1694
 Mary Biship the Daughter of James Biship and Elizabeth his wife was Borne the (9) Day of July 1694 and Dycd the sam Day
 Elizebeth the daughter of John Triscot And Mary his Wife Was borne May the 22 1694
 Desier Clape and William Clape the Sones of Desier Clap and Sarah his wife ware Borne the (13) of august 1694
 Thomas Robbinson the Son of Thomas Robinson and Rebeckah his wife was Borne the (15) of September 1694
 Daved Patten the Son of Daved Patten and Mary his wife was Borne the 27 of October 1694
 John Brown the Son of John Brown and Mary his wife was borne october the (17) 1694
 Aibigall Parc the Daughter of John Pearce and Aibigall his wife was borne the 20 of august 1694
 John Capen the Son of Preserved Capen and Mary his wife was Borne October the (16) 1694
 Elizabeth Angier the Daughter of Joseph Angier and Elizabeth his wife was Borne the 8 of December 1694
 Mary Webb the Daughter of Samuell Webb and Mary his wife was Borne the (25) of November 1694
 Elizabeth Blackman the Daughter of Bengman Blackman and Jemini his wife was Borne the (6) of December 1694
 Steveng and Grace Tilston the Son and daughter of Onisipras Tilston and his wife was borne the 19 of November 1694
 Ruth Pall the Daughter of Samuell Pall and Hannah his wife was Borne the (2) of January 169 $\frac{5}{4}$

Hannah Wisell the Daughter of Oliver Wisell and Sarah his wife was Borne the (18) of January 169 $\frac{4}{5}$
 Ichabod the Son of Ebinezer Jones : and Lydia his wife was born Feberuary the (4) 169 $\frac{4}{5}$
 Christopher Kehoe the Son of Christopher Kehoe and Elizabeth his wife was borne the 25 of january 169 $\frac{4}{5}$
 Elizabeth Foster the Daughter of James Foster and Anna his wife was borne the (6) of februarye 169 $\frac{4}{5}$
 Zerujah Davenport the Daughter of Ebneizer Davnport and Dorkes his wife was Born the (14) of Feberuary 169 $\frac{4}{5}$

1695.

Daved How and Zeruiah How the Son and Daughter of Israll How and Tibatha his wife ware Borne the (19) Day of Aiprall in the year 1695
 Ruth Pason the Daughter of Ephraim Pason & Katherine his wife was borne the 7 of april. 95.
 Hannah Weeks the Daughter of Joseph Weeks and Sarah his wife was borne y^e 6 of april. 95
 Joseph Riall the Son of Isaac Riall and Waitestill his wife was borne ye 13 of may. 95
 Mary Evins the Daughter of Thomas Evins, and Hannah his wife, was borne may the 23. 95
 Ebnezer Mosley the Son of Ebnezer Mosly and Elizbeth his wife was Borne the 19 of may 1695
 Samuell Toplife the Son of Samuell Toplife and Patience his wife was Borne the (30) of may 1695
 Repent Bishop the Daughter of James Bishop and Mary his wife was borne the (9) of June 1695 and Died the same Day
 John Davenport the Son of John Davenport, and Naomi his wife was Borne the (10) of June 1695
 Edward Pason the Son of Samuell Pason & Mary his wife was borne y^e 21 of June 95.
 Consider Leedes the Son of Joshep Leeds and Mary his wife was Borne the 2 of July 1695
 Mary Houghton the Daughter of Ralph Houghton and Mary his wife was Borne the 30 of June 1695
 Thankfull Mosly the Daughter of Thomas Mosly and Susana his wife was Borne July the (23) 1695
 Thomas Davenport the Son of Charles Davanport and Waitestell his wife was Borne August the (22) 1695
 Robert Cook y^e Son of Robert Cook and Submit his wif was borne y^e 2d of october : 1695
 Annah White the Daughter of Henery White and Mary his wife was borne y^e 6th of June : 1695
 Ruth Jones the Daughter of Joathann Jones and Rebeckh his wife was Borne the 26 of october 1695
 Joshep Blackmann the Son of John Blackman and Jane his wife was Borne the (4) of November 1695
 Mary Woodward the Daughter of Smith Woodward and Thankfull his wife was borne the 9 of november. 1695.
 Benjamin Merifeeld the Son of Benjamin Merifeeld and Prudence his wife was borne y^e 15. of november 1695.
 Joshuae Story the Son of Joshuae Story and Alse his wife was Born the (26) of November 1695
 Silence Hall the Daughter of Joshep Hall and Silence his wife was Borne the 20 of December 1695
 Daved Tolman the Son of Thomas Tolman and Expearence his wife was Borne the 25 of November 1695

Iseaae Humpry and Katherine Humpry the Son and Daughter of Iseae Humpery and Ruth his wife was borne the 23 of Deeember 1695.
 Gorge Bird the son of James Bird and Meram his wife was Borne the 8 day of Febery 169 $\frac{5}{8}$
 Nathanell Weeb the Son of Samuella Weeb and Mary his wife was Borne the (10) of Febery 169 $\frac{5}{8}$
 Elizabeth Blake the daughter of John Blake and Hannah his wife was borne the (21) of Febeary 169 $\frac{6}{8}$
 Hannah Capen the Daughter of Samuella Capen and An his wife was Borne the (1) of march 169 $\frac{6}{8}$
 Jonas Humpryes the son of Hope Humpry and Elizabeth his wife was Borne the (13) of march 169 $\frac{6}{8}$
 Mehitable Blake the Daughter of Joshep Blake and Mehitable his wife was Borne the 23 of march 169 $\frac{6}{8}$
 Rebecke the daughter of Obidiah Hawes and Rebeeke his wife was Borne the 6 of July 1695

1696.

Joseph Hewin y^e Son of Joseph Hewin and Mehitable his wife was borne the 26 of march 1696.
 George Munek the son of Elias Munk and Hope his wife was Borne the (1) of may 1696.
 Mary Pearee the Daughter of John Pearce and Aibigall his wife was Born the (29) of apirall 1696.
 Henry Withington y^e Son of Joseph Withington & Dileurancee his wife was borne may y^e 26th 1696.
 Kattren Williames the Daughter of Thomas Williames and Susana his wife was borne may the (12) 1696.
 Martha Wyat the Daughter of Susana Wiate was borne may the 29 1696
 George Lyon the Son of Thomas Lyon and Johannah his wife was Borne Jun the (3) 1696.
 Elisha Foster the Son of Standfast Foster And Abigail His Wife was Borne y^e Eighteenth of june 1696.
 John Capen y^e Son of Samuel Capen and Susanna his Wife was borne june y^e 19th. 1696.
 Elizabeth Withington: y^e Daughter of phillip Withington and Thankfull his Wife was borne y^e Day of June 1696.
 Mary Robinson y^e Daughter of Thomas Robinson and Rebecea his wife was borne y^e 2d Day of march 1696.
 Ester Jones the Daughter of Ebenezer Jones and Lydia his wife was borne y^e 7th of july 1696.
 Salter, the Son of Robert Searle & Rebecea his wife was borne y^e 9th of July 1696
 Dameris Haws the Daughter of James Haws, and Dameris his wife was borne y^e 25th of july 1696.
 Samuella Riale the Son of William Riale and Mary his wife was Borne the (7) of August 1696.
 Benjamin the Son of Walter Everenden and Ruth his wife was borne the 7th of August 1696.
 Sarah the Daughter of Jonathan Hall and Elizabeth his wife was borne the 19th of September. 1696.
 Susannah the Daughter of David Patten and Mary his wife was borne the 23d of September. 1696.
 James the Son of Obadiah Swift and Abigail his wife was borne the 1th of november 1696.
 Moses the Son of Roger Billing and ——— his wife was born the 20th of november 1696.
 Abigail, the Daughter of James Puffer and Abigail his wife was born the 20th of novembr 1696.
 Samuella Danforth the Son of Our Reverend pastor Mr John Danforth and Elizabeth his Wife was born y^e (12) day November 1696.

Submitt the Daughter of Ebenezer Holmes and Sarah his wife was borne y^e 12 day of December and Died on the 14th 1696.

Sarah the Daughter of Samuell Trott and Marcie his wife was borne the (19) day of December 1696.

Rebeckah y^e Daughter of Henry White & Mary his wife was borne y^e 10th of december 1696.

Elizabeth Mosly the Daughter of Ebenezer Mosly and Elizabeth his wife was Borne the (15) of Januar 1697.

Edward Wyaitt the Son of Nathanell Wyaitt and of Mary his wife was Borne the (1) of Feabery 1697.

Elizabeth Daughter of John Minot and Mary his Wife was borne the 24th of February 1697.

1697.

Elizabeth Daman y^e Daughter of Joseph Daman and Elizabeth his wife was Borne the) 8 of Januar 1697.

Enoch Wissell y^e Son of Oliver Wissell and Sarah his wife was borne y^e 19 day of March 1697.

Elisha Cook y^e Son of Robert Cook & Submit his Wife was borne y^e 4th of April 1696

Mary Payson y^e Daughter of Samuell Payson and Mary his wife was borne y^e 9th of Aprill. 1696.

Hepzebath y^e Daughter of Ebenezer Davenport and Dorcas his Wife was borne y^e 11th of Aprill 1697.

Margraett y^e Daughter of Joseph Angier and Elizabeth his Wife was borne y^e 21th of March 1697.

James Bishop son of James Bishop and Elizabeth his wife was borne y^e 10th of aprill, and Died the same day.

Experience y^e Daughter of John Browne was borne ye 21th of May 1697.

Roger and Daniel y^e sons of Desire Clap was borne y^e 24th of may 1697.

Experience Weeks the Daughter of Joseph Weeks and Sarah his Wife was borne y^e 2d of June 1697.

Henery Payson the Son of Ephraim Payson and Katherine his Wife was borne day of 1697.

Samuell Modslly y^e son of Thomas Modslly and Susannah his wife was borne y^e 6th day of August 1697.

Nehemiah y^e son of Ebenezer Jones was borne y^e 29th of August 1697

Elizabeth y^e Daughter of Thomas Evens & Hannah his Wife was borne y^e 14th of august 1697.

Hannah y^e Daughter of Ebenezer Billing Was borne y^e 3d of January 1697 —

Elizabeth and Sarah y^e Daughters of John Blackman and Jane his wife borne y^e 9th of September 1697.

Samuell ye son of John Danforth and Naomi his wife was borne y^e 20th of october 1697.

William Bird y^e Son of John Bird and Mary his wife was borne y^e 13th of october 1697.

Mary y^e Daughter of Thomas Toleman & Experience his wife was borne y^e 4th of October 1697.

Zebulon y^e Son of Samuell Webb and Mary his wife was borne the laste of October 1697

Release y^e Daughter of Isaac Humphry and Ruth his wife was borne the 14th of novembr 1697.

Rebeckah y^e Daughter of Jonathan Jones & Rebeckah his wife was borne the 3d. of October and Died y^e 6th of y^e same 1697.

Susanah y^e Daughter of Benjamin Blackman & Jemimah his wife was borne y^e 21th of november 1697.

Deliverance y^e Daughter of Smith Woodward & Thankfull his wife
was borne y^e 11th of December
Thomas y^e Son of John Cock was borne August y^e 22d 1697.

1698.

Benjamin Hewen y^e Son of Joseph Hewen & Mehitable his wife was
borne Janauary y^e 27th 1697⁸.

Prudence Hall y^e Daughter of Joseph Hall was borne y^e 3d of february
1697⁸

Martha y^e daughter of Benjamin Merrifield and Prudence his wife was
borne y^e 20th of march 1698.

Abigail y^e Daughter of Henry White was borne y^e 25th of march 1698.

John y^e son of John Blake and Hannah his wife was borne the 23 of
aprill 1698.

Nathaniel the son of Ebenezer Holmes and Mary his wife was borne
the 30th of Aprill 1698.

Jemimah Toleman y^e daughter of John Toleman and Susanah his wife
was borne May the 4th 1698.

Joseph Bird y^e son of Joseph Bird and Johannah his wife was borne may
the 28th 1698.

Elkanah Billing: y^e son of Ebenezer Billing and Hannah his wife was
borne y^e day of January 1698.

John Pelton y^e son of Robert Pelton and Rebecca his wife was borne the
24th of June 1698.

Samuell Capen y^e son of Samuell Capen and Anne his wife was borne
the 6th of July 1698.

Sarrah Robinson y^e Daughter of Thomas Robinson & Rebeckah his
wife was borne y^e 15th of may 1698.

Ann the daughter of Roger Billing and his wife was borne August the
4th 1698.

Mary the daughter of James Bird & Mirriam his wife was borne Aug-
ust the 21th. 1698.

Silence the daughter of James Bishep and Elizabeth his wife was Borne
august the and died the same day. 98

Sarah the daughter of John Pearce and Abigail his wife was borne
August the 29 1698

Ebenezer Capen the son of Preserved Capen and Mary his wife was
borne the 6th of September and Died the 16th of the same moneth;
1698.

Mary Haws y^e Daughter of James and Dameris his wife was borne
September y^e 23th 1698.

Elizabeth Capen y^e Daughter of Samuell Capen and Susannah his wife
was borne September y^e 28th 1698.

Judeth the Daughter of Desire Clap and ——— his wife was borne
October y^e 5th 1698.

John Puffer y^e son of John Puffer and Mary his wife was borne october
y^e 3d 1698.

Isaac Jones the son of Johnathan Jones and Rebeckah his wife was borne
October y^e 14th 1698.

Hannah Danforth the Daughter of our Reverend pastour mr. John Dan-
forth and Elizabeth his wife was borne the 3d of november 1698.

Sarah Toplife the Daughter of Samuell Topliff was Borne the 4 of No-
vember 1698.

Samuell Pall the Son of Samuell Pall and Hannah his wife was Borne
November the (10) 1698.

Abia the daughter of Joseph Withington (late deceased) and Deliver-
ence his wife was borne november y^e 23d 1698.

Abigaill y^e daughter of Phillip Withington and Thankfull his wife was
borne november y^e 28th 1698.

Sussanah Cock y^e daughter of John Cock was borne novembr the 29th 1698.

John y^e son of Robert Cook and Submit his wife was borne y 25th day of november. 1698.

William Williams y^e son of Thomas Williams and Sussanah his wife was borne y^e 16th of October 1698.

James the son of James Foster and Hannah his wife was borne the 8th of December 1698.

Ralph Smith y^e son of Dr. Henry Smith and Hannah his wife was borne the 30th of decembr.

Samuell Trott y^e son of Samuell Trott and Mercie his wife was borne the 8th day of Janauary 1698.

Dorcas Payson the daughter of Samuell Payson and Mary his wife was born the 17th Day of Janauary 1698.

Eydi and Barbara the daughters of Ebenezer Jones and Lydia his wife ware borne y^e Janauary y^e 29th 1698.

Edward the son of Thomas Skellton and Jane his wife was borne October y^e 25th in y^e year 1698.

1699.

Martha The daughter of Jonathan Hall and Elizabeth his wife was borne y^e day of Janauary and died y^e same day.

Ebenezer Wisell y^e son of Oliver Wisell & Sarah his wife was borne march y^e 3d 1699.

Benjamin Wiate son of Nathaniel Wiat and Mary his wife was borne february y^e 21th 1699.

Jonathan: the son of Sussannah Wiat was borne february y^e 23d 1699.

Hannah the daughter of John Blackman & Jane his wife was borne the 7th of march 1699.

Joseph Blake y^e son of Joseph Blake & Mehitable his wife was borne march y^e 8th 1699.

Mary the daughter of Ebenezer Rice & Bethyah his wife was borne march y^e 3d 1699

John Leeds y^e son of Joseph Leeds and Mary his wife was borne Aprill y^e 10th 99.

Thankfull Weeks the daughter of Joseph Weeks and Sarah his wife was borne Aprill y^e 19 99.

Timothy Tilestone y^e son of Timothy Tilestone and Hannah his wife was borne Aprill y^e 26 99.

Hannah Lyon y^e Daughter of Thomas Lyon & Johannah his wife was borne Aprill y^e 27th 99.

Mary Clap: the Daughter of Samuell Clap and Mary his wife was borne Aprill y^e 29th 1699.

Thomas Webb the son of Samuell Webb & Mary his wife was borne may y^e 8th 1699.

Elizabeth Minot the daughter of John Minott & Mary his wife was borne June y^e 6th 1699.

Increase Blake the son of James Blake was borne June y^e 8th 1699.

Ephraim y^e son of John Danforth and Naomi his wife was borne y^e 5th day of August 1699.

Hester Puffer the daughter of James Puffer and Abigail his wife was borne may y^e 29th 99.

Hannah But the Daughter of Sherebiah Butt and Silence his wife was borne July y^e 9th 99.

Johnathan Payson: y^e son of Ephraim Payson and Katherine his wife was borne August y^e 17th 99.

Silence Modslly y^e Daughter of Thomas Modsley and Susannah his wife was borne September y^e 19 99.

Hannah Trott y^e Daughter of Thomas Trott & ——— his wife was borne September y^e 1th 99.

Richard Butt y^e Son of Nathaniel Butt and Elizabeth his wife was borne
September y^e 28th 99

Abigaill Woodward y^e Daughter of Smith Woodward and Thankful his
wife was borne october y^e 10th 1699.

Martha y^e Daughter of Thomas Robinson & Rebecca his wife was borne
September y^e 7th 99

Elizabeth y^e Daughter of Hopestill Humphry and Elizabeth his wife was
borne october y^e 19 99.

Elizabeth Field the Daughter of Robert Field and Mary his wife was
borne December y^e 8th 1699.

John Daman y^e son of Joseph Daman and Elizabeth his wife was borne
the thenth of June 1699.

Rachell Pope y^e daughter of Ralph Pope and Rachell his wife was borne
December y^e 8th 1699

1700.

Elizabeth Goodale the Reputed Daughter of ——— Pimer was borne
Jan: y^e 19th 1700.

Ebenezer Capen y^e son of Preserved Capen and Mary his wife was borne
Jan: y^e 8th 1700.

Charles Davenport the son of Charles Davenport & Waitstill his wife
was borne february the 15th. 1700

Rebecca & Deborah Searle the Daughters of Robert Searle and Rebeeca
his wife was borne february the 15th. 1700

Abigaill Billings the Daughter of Roger Billings & Sarah his wife was
borne february the 15th 1700.

Thankfull Davenportt the Daughter of Ebnezer Davenportt and Dorcas
his wife was Borne mach the (8) 1700

Josiah Blake the son of John Blake and Hannah his wife was Borne
march the (11) 1700

George Blakman the son of Bengaman Blackman and Jemiah Breeck
his wife was Borne the 27 of march (1700)

John Tolman the Son of John Tolman and Susanah Breeck his wife was
Borne Aprall the Six 1700

Jane Cooek the Daughter of Robertt Cooek and Submitt Weeekes his
wife was Borne Aprall the twenty nine 1700.

Elizabeth Brick the Daughter of Edward Brick and Susanah Wiesell his
wife was Borne Aprall the thirty 1700.

Samuell Clap the Son of Samuell Clape and Mary his wife was Borne
may the (27) 1700

Ebenezer Blackman the Son of John Blackman and Jane Weeekes his
wife was Borne June the (3) 1700.

Jerrusha Burd the Daughter of Johan Burd and Mary his wife was
Borne the (10) of June 1700.

Samuell Mosly the Son of Ebnezer Mosly and Elizabeth his wife was
Dead Borne the (7) of June 1700.

Sarah Worth the Daughter of James Worth and Elizabeth his wife was
Borne may the (23) 1700

Jacobe Humprey the Son of Isaae Humprey and Ruth his wife was
Borne July the (9) 1700

Mary And Mehitabel Danforth, the Daughters of mr. John Danforth
And Elizabeth His Wife were Borne August y^e 5th. 1700.

Waitstill and Patience the Daughters of James Bishopp and Elizabeth
His wife were borne August the 6th 1700 and Died the same day.

James Brown the Son of John Browne was borne August the (1) 1700.

Samuell Tompson y^e Son of Peter Tompson Was Borne June y^e 15 1700.

Joshep Cocke the Son of John Cocke was Borne Aprall the (8) 1700

John Cheny the son of Benjamin Cheny and Martha his Wife was borne
October y^e (21) 1700.

Mary Foster the Daughter of Standfast Foster and Abigail his wife was
Borne the last day of October 1700.

Mary Bradly the Daughter of Nathan Bradly and Ruth his wife was Borne Deeember the (2) 1700.
 John Pellton y^e son of Robert Pellton And Rebecea His wife was born December y^e 9th 1700
 Rebeeca Foster y^e Daughter of James Foster & ——— His wife was borne Septemb: y^e 14th & died September y^e 23th. 1700.
 Hannah Woodward the daughter of Smith Woodward & His wife was borne December y^e 5th 1700
 Miriam Bird y^e daughter of James Bird & Miriam His wife was borne Janauary the 4th 1700.
 John the son of Samll. Trott & Mereie his wife was borne December y^e 20 1700

1701.

Zipporah Blake, the Daughter of Joseph Blake & Mehitable His wife was borne January y^e 8 1701.
 Ann Peirce y^e Daughter of John Peiree & Abigail his wife was borne Janauary the 18 1700 or 1701.
 John Tilestone y^e son of Timothy Tilestone and Hannah his wife was borne Janauary y^e 29th. 1701.
 John Capen y^e son of Samuell Capen Junr And Ann His wife was borne march y^e 21 1701
 Thomas Tilston the son of Thomas Tilston and Mary his wife was Borne march the (19) 1701.
 Joseph Hewin y^e son of Joseph Hewin and Mehitable His wife was Borne february y^e 26th. 1701.
 Thankfull Redman the Daughter of Charlos Redman was Borne the (14) of Aprall 1701.
 Mary Lues y^e Daughter of John Lues was Borne aprill y^e 1st. (1701)
 El nezer Webe the Son of Samuel Webe and Mary his wife was Borne the (13) of aprill (1701)
 Elizabeth Atherton the Daughter of Humpry Atherton and Elizabeth his wife was Borne aprill the (14) 1701.
 John Mosely the Son of John Mosely and Hannah his Wife was borne May y^e 7th. 1701.
 Thomas Lyon the Son of Thomas Lyon was Borne may the 20 1701
 Rebeeca Mosley the Daughter of Thomas Mosley and Rebeeca his wife was Borne may the (24) 1701.
 Hannah Daman y^e Daughter of Joseph Daman, and Elizabeth His Wife was borne April y^e 1st. 1701.
 Samuell Bute the Son of Nathanell Butt and Elizabeth his wife was Born Aprill the (10) 1701
 Elizabeth Hawes y^e Daughter of James Hawes and Dameris His wife was borne June y^e 24th 1701
 John Clap y^e son of Samuell Clap and Mary his wife was borne June y^e 28, 1701.
 Elizabeth Billing y^e Daughtr. of Rogger Billings And His wife was borne June y^e 21th. 1701.
 Joseph Angier the son of Joseph Angier and Elizabth. his wife was borne June the 20th 1701.
 Joseph Hall the Son of Joseph Hall and Silance his wife was Borne July the 3 1701.
 Silence Jones the Daughter of Ebnezer Jones was Borne June the (12) 1701 and Died that Day mounth.
 Elizabeth Robinson the Daughter of Thomas Robinson & Rebeeca His wife was borne Aprill y^e 30th. 1701.
 Sarah Butt the daughter of Samuell Butt and Sarah His wife was Borne July y^e 22 1701.
 Susannah Swift the daughter of Obadiah Swift and Abigail His wife was borne July y^e 14th. 1701.

Zechariah Merifield the son of Benjamin Merifield and Prudence His wife was Borne June y^e 26th. 1701.
 Joseph Davenport the son of John Davenport and Naomi his wife was Borne August the (31) 1701.
 Jerusha Pope y^e Daughter of Ralph Pope & Rachel His Wife was borne October y^e 13th. 1701.
 Thomas Trott y^e son of Tho: Trott & Abigail his wife was borne September y^e 25th. 1701.
 Ebenezer Holmes y^e son of Ebenezer Holmes & Mary his wife was borne November y^e 16th. 1701.
 Joseph Weeks y^e son of Joseph Weeks & Sarah his Wife was Borne October y^e 19th. 1701.
 John Everdon the son of John Everdon and Rachall his wife was Born July the (4) 1701.
 Zechariah Walldo y^e son of Daniel Walldo & Susannah his Wife was borne Novembr. y^e 25th 1701.
 Mary Searle, y^e Daughter of Robert Searle & Rebeca his wife was borne December y^e 21st. 1701.
 Jonathan Wales, y^e son of Samuell Wales & Hannah His wife was borne Decembr. y^e 29th. 1701
 George Payson y^e son of Samuell Payson & Mary his Wife was borne December y^e 12th. 1701.
 y^e Daughter of Philip Britton & Elizabeth His wife was borne December y^e 19th. 1701.

1702.

Samuell Blackman y^e son of John Blackman & Jane his wife was borne January y^e 18th 170 $\frac{1}{2}$
 Comfort Bird y^e son of Joseph Bird & Johannah his wife was borne february y^e 3d. 170 $\frac{1}{2}$.
 Silence Butt the Daughter of Sheribia Butt and Silence his wife was Born Febru the () 1702.
 Samuel Bishep the Son of James Bishep and Elizabeth his wife was Borne march the (8) 1702.
 John Wooderd the Son of Smith Wooderd and Thankfull his wife was Borne march the (26) 1702
 Mary the Daughter of John Preston and Mary his wife was Borne march the 28 1702
 Mary the Daughter of Edward Brick and Susannah his wife was Borne the (12) of Apraill 1702.
 Samuell the son of Timiothy Mostman and Sarah his wife was Borne the 26 of feb: 1702 3
 Christover Mounk the son of Elizah Munk and Hop his wife was borne the (10) of may 1702
 Jonathan the Son of Jonathan Hall and Elizabeth his wife was Borne the 22 of may 1702.
 Sarah Jones the Daughter of Jonathan Jones was Borne the (10) of June 1702.
 Hopestill Leedes the Son of Joseph Leedes and Mary his wife was Borne the (11) of June 1702.
 Olever Wisell the Son of Olever Wisell and Sarah his wife was Borne June the (2) 1702.
 Mary the Daughter of Frainces Price and Mary his wife was Born June the (13) 1702.
 Stoten Danforth the Son of our Revernt pastor mr. John Danforth was Borne the 24 of July 1702
 Elizabeth Robbson the Daughter of Thomas Robbson and Rebecca his wife was borne the (10) of June 1702
 Barbary Jones the Daughter of Ebenezer Jones and Lidia his wife was Borne the 10st. august 1702

Sarah Mosly the daughter of Ebenezer Mosly and Elizabeth his wife was Borne the 23 of July 1702

Hanah the Daughter of Samuell Clape and Mary his wife was Borne the (14) of august 1702 and Died the same Mounth.

Rachell Glover the Daughter of Nathaniell Glover and Rachell his wife was Borne August the 23 1702.

Jerrusha Tolman the Daughter of John Tolman and Susanah his wife was Borne the 24 of August 1702.

Sarah the Daughter of Phillipe Withenton and Thankfull his wife was Borne the 17 day of August 1702.

Thomas Mosly the son of Thomas Mosly and Rebecea his wife was Borne September the (11) 1702.

Submite the Daughter of John Coeke was Born the (20) of September 1702.

Hannah Mosly the Daughter of John Mosly was Born the (5) of November 1702.

Samuell Pearce the Son of John Pearee and Abigall his wife was Borne the 30 of October 1702.

Meream the Daughter of John Pufer and Mary his wife was Borne the 14 of August 1702.

Henry the son of Inorese Ledbeter and Sarah his wife was born Decem the 1 1702

Sarah the Daughter of Thomas Tilston and Mary his wife was Born December the (6) 1702.

Ruth the daughter of Joshep Blake and Mehitable his wife was Borne the (20) of Deeember 1702.

1703.

Hannah the Daughter of Samuell Wales and Hannah his wife was Borne the (14) of January 170 $\frac{3}{2}$.

Nathan the son of Nathan Bradly and Lidia his wife was Borne the 12 of January — 170 $\frac{3}{2}$

John the son of John Lewes and An his wife was Borne the 18 of January — 170 $\frac{3}{2}$

Hannah the Daughter of Timothy Tilston and Hannah his wife was Born the (13) of Feberay 170 $\frac{3}{2}$

Rachell Searle y^e daughter of Jabez Searle & Thankfull his wife was born february y^e 16th 170 $\frac{2}{3}$

Hester the Daughter of Jothan Chaneler and Hannah his wife was Born February the (18) 170 $\frac{2}{3}$

Aibigall the Daughter of Thomas Evenee and Hanah his wife was Borne march the 24 170 $\frac{2}{3}$.

Calap and Joshaua the sones of Joshep Damon and Elizabeth his wife was Borne the 17 of apral and Died the 25 of the same Aperall 1703.

Jane the Daughtler of Phillip Brenton and Elizabeth his wife was Borne the 28 of march 1703.

Hannah the Daughter of Joshep Huines and Mehitable his wife was Borne the 10 of Apirall 1703.

An the Daughter of Presarved Capen and Mary his wife was Borne may the (9) 1703.

Sarah the Daughter of Samuell Trot and Marcy his wife was borne the 12 of June 1703.

Isaae the Son of Roger Billings and Sarah his wife was Borne the (9) of July 1703.

Susanah the Daughter of Epherem Parson and Cathrin his wife was Borne the 28 of June 1703.

James the Son of James Burd and Merem his wife was Borne the 24 of June 1703

Elizabeth the Daughter of Nathaniel Bute and Elizabeth his wife was Borne the 3 of July 1703.

Bengaman Cheney the Son of Bengaman Cheney was Borne the 24 of July 1703.

Elizabeth the Daughter of Johanathan Hall and Elizabeth his wife was Borne the (2) of August 1703.

Purchase son of Samuelli Capen was Borne the 17 of August 1703

Henry Lyon the son of Thomas Lyon was Born the 29 of August 1703.

John Preson the Son of John Preson and Mary his wife was Borne the (9) of september 1703.

Isaac Pall the son of Samuelli Pall and Hannah his wife was Borne the 19th of september 1703

Katherene Webb the Daughter of Samuelli Webb was Borne the 20 of sept. 1703.

Elijah Davenport the Son of Ebenezer Davenport and Dorcase his wife was Borne Sept the 26 1703

John Maxfeld the son of John Maxfeld and Elizabeth his wife was Borne Oct. the (3) 1703.

Stephen Davenport the son of John Davenport and Namony his wife was Borne the (8) of Oct. 1703.

Thomas How the son of Jacca How was Borne the 23 of Sept. 1703

George Minot the son of John Minot was Borne the 2 of November 1703

Consider Jones the son of Ebenezer Jones was Borne the 7 of November 1703

Timothy Pelton the son of Robertt Pilton and Rebecake his wife was Borne the (22) of november 1703.

Jemminah Pope the Daughter of Ralph Pope and Rachall his wife was Borne the 3 of November 1703.

the son of Samuelli But and Sarah his wife was Borne the 20 of December 1703.

Jane the daughter of Obi Swift and Aibgaill his wife was Borne the 9 of December 1703.

Sarah Mosly the daughter of John Mosly was Borne the Last of December 1703.

Bengiam Esti the Son of Beaniam Esti and Elizabeth his wife was Borne the 29 of may 1703

1704.

Martha the Daughter of Ebenezer Willames and Mary his wife was Borne the (15) of Juan 1704.

Samuel Clap the Son of Samuelli Clap and Mary his wife was Borne the (16) of Juan 1704.

Matthew Pimer the Son of Matthew Pimer and Mary his wife was Borne the (20) of Feb 1704.

Phillips Parson the Son of Samuelli Parson and Mary his wife was Borne the (29) of Feb 1704.

Mary the Daughter of Charleus Davenport and Waitstill his wife was Borne the (14) of march 1704.

Bleepe the Son of Thomas Tolman and Expea his wife was Borne the 8 of Aperall 1704

Ebenezer Weekes the Son of Joshep Weekes was Borne the 17 of aprall 1704

Free Love Munke the Daughter of Elies Munke and Hope his wife was Borne the 2 of may 1704

Nathanell the son of Nathanell Glover and Rachell his wife was Born may th 1704

James the Son of John Robbison and Mary his wife was Borne the 19 of may 1704.

Elizabeth the Daughter of John Stiles and Mary his wife was Borne the 20 of may 1704.

Ruth the Daughter of James Pufer and Abagall his wife was Borne the (11) of march 1704.

- Bengman the Son of Joseph Anger and Elizabeth his wife was borne the 21 of Jun 1704
- Sarah the Daughter of Johathan Clape and Sarah his wife was Borne the (7) of June 1704 and Died the 19 of July 1704.
- Gurnell Price the Son of Frances Price and Mary his wife was Borne the 17 of Aprall 1704
- Hipsebeth the Daughter of Bengman Blackman and Jemminah his wife was Borne th 18 of June 1704.
- Anna Covell the Daughter of Joseph Covell and Martha his wife was Borne the 10 of Decemb 1704.
- Deborah Cheney the Daughter of Bengman Cheney and Martha his wife was Borne the 12 of July 1704.
- Thankfull the Daughte of mr James Foster and his wife was Borne the (15) of July 1704.
- John the son of Thomas Trott was borne the 17 of Juan 1704.
- Ruth the Daughter of Jonathan Jones was Borne the 28 of august 1704.
- Mary the Daughter of Edward Clap and Mary his wife was Borne August the (16) 1704.
- Renew the Daughter of John Blackman and Jane his wife was Borne the 23 of August 1704 and Died the 8 of September 1704.
- Hopstill Capen was Borne the Last of July 1704 and Died the Same day.
- John the, Son of Thomas Stanton and Elizabeth his wife was borne the 12 of August 1704.
- Jacobed the Son of Olevier Weesell and Sarah his wife was Borne the 14 of September 1704
- John the Son of Jakap Shepard was Borne the 25 of Febereay 170 $\frac{3}{4}$
- Mary Chandler y^e Daughter of Jonathan Chandler and Hannah His wife was borne November y^e 7th 1704.
- George Danforth y^e son of Mr. John Danforth & Elizabeth His wife was borne November y^e 11th. and Died y^e 17th of y^e same 1704.
- Mary Paul y^e Daughter of Ebenezer Paul and Hannah his wife was borne November y^e 9th. 1704.
- Esther Searle y^e Daughter of Jabez Searle, & Thankfull His wife, was borne November the 12th. 1704.
- Mary How, y^e Daughter of Isaac How, and Submitt his wife was borne November y^e 29th 1704
- Submit the Daughter of Smith Wooderd was Born the 7 of December 1704
- Pelatiaah the Son of Joshep Hall and Silence his wife was Borne the 28 of December 1704.
- Jerrusha the Daughter of Bengiamin Merey Fall was Borne the (1) of Junary 170 $\frac{4}{5}$
- Beniamin the Son of Samuelli Webb was Borne the (6) of Febe 170 $\frac{4}{5}$
- Samuelli Browne the son of John Browne was born Feber the 8-170 $\frac{4}{5}$
- An the Daughter of John Pearce and Abigall his wife was Borne the 26 of Juan 170 $\frac{4}{5}$
- An the Daughter of Phillip Withenton and Thankfull his wife was Borne the 25 of Feb 170 $\frac{4}{5}$
- Richard the Son of Jonathan Hall and Elizabeth his wife was Borne the 2 of march 1705.

1705.

- Nathanell and Edward the Sones of Nathanell Eldrige and Susana his wife was born march the (1) 1705.
- Ann the Daughter of Joshep Blake and Meehitale his wife was Borne the (3) of march 1705
- James the Son of James Bishepe was Borne the 30 of march and Died the Same Day 1705
- Katren the Daughr of Samuelli Burd and Sarah his wife was Born march the 1705
- Beniaman the son of John Cock was Born the of march 1705

- Pateience the Daughter of Joseph Burd and Joahanah his wife was Borne Aprall the (4) 1705.
- James the Son of James Hawes and Damaras his wife was Borne the (21) of Aprall 1705
- Anna the Daughter of Timothy Mostman and Sarah his wife was borne may the (8) 1705
- Susanah the Daughter of John Tolman and Susanah his wife was Borne may the (13) 1705.
- Susanah the Daughter of Thomas Mosly and Rebecka his wife was Borne the 21 of Aprall 1705
- Thomas the Son of Mathew Pimer and Mary his wife was Borne may the 23 1705
- Ebnezer the Son of John Lewes was Borne may the 29 1705
- Robert Searles the son of Robert Searles and Rebeccah his wife was born juley the 3 1705
- Walter Hixson the Son of Richard Hixson and Hannah his wife was Born the 15 of June 1705.
- Ruth the Daughter of John Fenow and Rachell his wife was Borne the (30) of may 1705.
- Elizabeth the Daughter of Timmithy Tilstone and Hannah his wife was Borne the 13 of July 1705
- Samuell Maxfild the Son of John Maxfild was Borne the 5 of July 1705.
- Aibgaill Bute the Daughter of Sheribiah But and Silence his wife was Borne the 17 of July 1705.
- Jerucha Billings the Daughter of Ebnezer Billinge and Jerusha his wife was Borne the (7) of August 1705.
- Hannah the Daughter of Edward Brick and Susanah his wife was Borne the 24 of August 1705
- Meatable the Daughter of John Davenport and Naomi his wife was Borne the 30 of August 1705.
- Ruth the Daughter of Nathan Bradly and Lydea his wife was Borne June the (29) 1705.
- Abiagil the Daughter of John Preston and Mary his wife was Born the 17 of September 1705.
- Ebnezer the Son of Ebnezer Clap and Hannah his wife was Borne the (4) of October 1705.
- Mary the Daughter of John Winworth and Elizabeth his wife was Borne August the 15 1705
- Joshep Clap the Son of Samuell Clape and Mary his wife was Borne July the 24 1705
- Thomas Trott the Son of Samuell Trott and Mary his wife was Borne September the (13) 1705.
- Aqulia the Son of Samuell Tolman and Expearance his wife was Borne October the 16 1705
- Susanah the Daughter of Nathanell Butt and Elizabeth his wife was Borne the 25 of August 1705.
- Samuell and Marcy the Son and Daughter of Samuell Man and Ziporah his wife was Borne the (10) of September 1705
- Abigall the Daughter of Joshep Damon and Elizabeth his wife was Borne Oct the 8 1705
- Sarah the Daughter of Jgerigah Wales and Sarah his wife was Borne the (7) of november 1705
- Ralph Pope the Son of Ralph Pope was Borne the tenth of November 1705.
- Jonathan the Son of Jonathan Clape and Sarah his wife was Born the (6) of December 1705
- Mary the Daughter of Thomas Tilstone and Mary his wife was Borne the (9) of December 1705
- Mary the Daughter of John Minott and Sarah his wife was Borne the 28 of December 1705

Josiah the Son of Hezekiahs Morah and Sarah his wife was Born Decem-
ber the 1705.
Elenere the Daughter of Ebnezer Jones and Lidia his wife was Borne
the of December 1705
Daved Couiell the Son of Joseph Couiell and Martha his wife was Borne
December the 12 1705
Ebenezer the Son of Beniam Esti was Borne the 15 of October 1705
Sarah the Daughter of John Sanders and Mary his wife was Borne the 2
of Jun 1705

1706.

Susanah the Daughter of James Burd and Miram his wife was Borne
the 3 of January 170⁵/₆
Joseph the Son of John Stiles and Mary his wife was Borne the (9) of
January 170⁵/₆
Sarah the Daughter of James Trott and Sarah his wife was Borne the
(9) of January 170⁵/₆
Barnard the Son of Barnard Capen and Sarah his wife was Borne Feb-
eray the (5) 170⁵/₆ and Died the Same Day.
Thomas the Son of Jacobe Shipard was borne the 24 of march — 1706.
Phebe the Daughter of Joseph Andrews was born the 25 of march 1706.
Edward Foster the Son of Edward Foster was Born the of Aprall 1706.
Mindwell Bird the daughter of Abiall Burd and Mindwell his wife was
Borne may the 3 1706.
Mary the Daughter of John Browne was Borne the Last of may 1706
Mary the Daughter of Samuell Leedes and Elizabeth his wife was Borne
the 20 of July 1706.
Rachall the Daughter of Nathanell Glover and Rachall his wife was
Borne the 30 of July 1706.
Sarah the Daughter of Increce Leadbeter and Sarah his wife was Borne
the 2 of August 1706.
Thomas Stanton the Son of Thomas Stanton and Elizabeth his wife was
Borne the 19 of August 1706.
Prudence the Daughter of Nathanell Leeds and Elizabeth his wife was
Borne the 25 of August 1706.
Abigaill Searle y^e daughter of Jabez Searle and Thankfull his wife was
borne September y^e 2d. 1706.
John Clap the Son of Samuell Clap and Mary his wife was Borne the
12 of September 1706.
Hannah the Daughter of Johanathan Chanler and Hannah his wife was
borne the 4 of September 1706.
Samuell the Son of Samuell Tolman and Expearence his wife was born
the 20 of September 1706.
Persiliah the Daughter of Obidiah Sweeft and Aibigall his wife was
Borne the 3 of October 1706.
Susanah the Daughter of Robert Pelton and Rebecka his wife was
borne the 3 of September 1706.
Pacence the daughter of William Trescott & Mehitable his wife was
borne October y^e 26th. 1706.
Elisabeth the Daughter of Henry Tolman and Hannah his wife was
Borne the 2 of October 1706.
Ebenezer the Son of Ebnezer Davenport and Dorcas his wife was Borne
October the 23 1706.
Mary Puffer y^e Daughter of John Puffer and Mary his wife was borne
November y^e 3d 1706.
Mehitiable the Daughter of Samuell Burd and Sarah his wife was Borne
y^e 8 of December 1706.
Thankfull the Daughter of Hope Capen and Thankfull his wife was
borne the (30) of December 1706.
Samuell the Son of Smith Woodard was Borne the 17 day of January 170⁶/₇

Richard the Son of Thomas Evenee and Hannah his wife was Born the 8 day of January 170 $\frac{6}{7}$
 Abigaill the Daughter of Joshep Tucker was Borne the (9) of September 1706.
 Ebnizer Pall the Son of Ebinizer Pall and Hannah his wife was Borne the 3 of Feb 170 $\frac{6}{7}$
 Bengiman the Son of Bengiman Cheny was Borne the (7) of Feb 170 $\frac{6}{7}$
 Clarke the Son of John Mosly was borne the 12 of Feb 170 $\frac{6}{7}$
 William the son of Samuell Robinson and Mary his wife was Borne the 15 of Febe 170 $\frac{6}{7}$
 Jeremiah the Son of Joshep Blake and Mitable his wife was Borne the 13 of mareh 170 $\frac{6}{7}$
 Hopstill Hall the Son of Jothanathan Hall and Elizabeth his wife was Borne mareh 18-170 $\frac{6}{7}$
 John the Son of John Robinson and Mary his wife was Borne the 20 of mareh 170 $\frac{6}{7}$
 Zabadiah the Son of Ebenezer Williames and Mary his wife was Borne mareh the 22 170 $\frac{6}{7}$
 Alise the Daughter of Thomas Jordan and Alise his wife was Borne mareh the (1) 170 $\frac{6}{7}$

1707.

Ebenezer the Son of Samuell Man and Ziporah his wife was Borne the 1 of aprall 1707
 Samuell the Son of Oliver Wisell and Sarah his wife was Borne the 3 of Aprall 1707
 John the Son of John Pearee and Abigall his wife was Borne the 5 of Aperall 1707.
 Submit the daughter of Isaac How and Submit his wife was Borne the 10 of Aprall 1707
 Perciala the Daughter of Josha Hall and Silenee his wife was Borne the 19 of Aperall 1707
 Elizabeth the Daughter of John Fenow was Borne may the 7. 1707.
 Humpry the Son of Humpry Atherton and Elizabeth his wife was Borne the 5 of June 1707
 Mary the Daughter of Benigman Blækman and Jemianah his wife was Borne July the 2 1707
 Stephen the Son of Stiuphen Jones and Jane his wife was Borne the 19 of June 1707.
 Preserved y^e Son of Joseseph & Jüdeth Tucker Born June: 16: 1707.
 Aibagall the Daughter of Petter Tomson and Aibagall his wife was Born the 11 day of June 1707.
 Mary the Daughter of Ebenezer Mosly and Hannah his wife was Borne July the (14) 1707.
 Deliverance the Daughter of Joshep Weeckes and Sarah his wife was Borne the 14 of July 1707
 Debter the Son of Franeis Priece and Mary his wife was Borne the 12 of July 1707.
 Elezer the Son of Obidiah Hawes and Rebecke his wife was Borne the Last of June 1707.
 Mary the daughter of Nathanell Eldridge and Johannah his wife was Borne Jun the (15) 1707.
 Hopstill Withenton the Son of Richard Withenton and Sarah his wife was Borne the 2 of September 1707.
 James the Son of James Trott and Sarah his wife was Borne Sep the 25 1707.
 Sarah the Daughter of Timothy Mosman and Sarah his wife was Borne sep the 8 1707
 Bengman the Son of Samuell Clap and Mary his wife was Borne October the (17) 1707

Preserved the son of Nicolas Williames and Mary his wife was Borne
October the 20 1707
Samuell the Son of Nathan Bradly and his wife Lydia was Borne the
(5) of october 1707.
Josaph the Son of Barnard Capen and Sarah his wife was Borne October
the 27 1707.
Mary the daughter of Samuell Trote and Marcy his wife was Borne the
(7) of November 1707.
Hannah the Daughter of Ebenezer Clape and Hannah his wife was Borne
the 28 of November 1707.
Robertt the Son of John Foster was Born th 26 of November 1707.
James the Son of James Biship and Elizabeth his wife was Borne the 4
of December 1707.
Stephen the Son of Richard Haws and Elizabeth his wife was Born the
3d november 1707.
Experane the Daughter of Thomas Tolman and Expearance his wife was
Borne November the 28 1707
Samuell the Son of Samuell Tolman and Expearance his wife was Borne
December the 14 1707.
Seth Lane y^e son of Samuell and Bethyah Lane was borne June y^e 20th
1707.

1708.

John the Son of Ralph Pope was Borne the (12) of Juan — 170 $\frac{7}{8}$
Ane the Daughter of Samuell Pearson was Borne the 18 of Juan 170 $\frac{7}{8}$
Mary the Daughter of John Browne was Borne the (26) of Juan 170 $\frac{7}{8}$
Cornelius the Son of Timothy Tilestone and Hannah his wife was Borne
the 2 of Feb 1708
Josheph Shepard the son of Jacob Shepard was Borne the (9) of Feb —
170 $\frac{7}{8}$
Elizabeth the Daughter of Josheph Andrwes and was Borne the (19) of
Feb 170 $\frac{7}{8}$
Sarah the Daughter of Edward White was Borne the first of march 1708
and Died the 3 of march 1708.
Mary the Daughter of John Minot and Mary his wife was Borne the (9)
of march 1708.
Ebenezer the Son of James Burd and Miriam his wife was Borne march
the 5 1708.
Elizabeth the Daughter of Beniam Esti and Elizabeth his wife was Borne
the 10 of January 1707.
Beniam Stiles the Son of John Stiles and Mary his wife was Borne the
14 of march 170 $\frac{7}{8}$
Mary the Daughter of George Talbott and Mary his wife was Borne the
24 of march 1708.
Meetible the daughter of William Trescot and Mehitable his wife was
Borne Aparell the 8 1708
Ruth the Daughter of John Tolman and Susanah his wife was Borne the
10 of Aprall 1708.
Abigale the Daughter of Elias Mounk and Hope his wife was Borne may
the 15 1708
Mary the daughter of Jeriah Wales and Sarah his wife was Borne may
the 30 1708
John the Son of Joship Morse and Amity his wife was Borne the 24 of
Aprall 1708
Marrgrett the Daughter of John Preston and Mary his wife was Borne
Jun the 26 1708
Beariah Man the son of Samuell Man Juner an Ziporah his wife was
Borne may the 15 1708
Deborah the Daughter of Joshepe Damon and Elizabeth his wife was
Borne August the (3) 1708.

Samuell the Son of Ebenezer Mosly and Hannah his wife was Borne the 15 of August 1708.
 John the Son of John Sanders and Mary his wife was Borne the 17 of Apraill 1708.
 Sarah the Daughter of Samuell Burd and Sarah his wife was Borne the 4 of September 1708.
 the Son of Jothan Chandler and Elizabeth his wife was Borne September the 26 1708
 Waitstill the Daughter of Increce Ledbeter and Sarah his wife was Borne September the 26 1708.
 Mary the Daughter of James Baker and Judah his wife was Borne the 22 of November 1708
 Jonathan Lewis y^e son of John and Anne Lewis was borne December y^e 6th. 1708
 Persilia the Daughter of Dainell Tolman and Sarah his wife was Borne the 27 of December 1708
 Ketuerah the Daugher of William Crane and Abigall his wife was Borne December the 27 1708.
 Calabe the Son of Captan Thomas Tilston and Mary his wife was Borne the 21 of Deeember 1708
 Martha Cowell y^e Daughter of Joseph Cowell and Marth his wife was borne Jan : y^e 1t. 170⁸₉.

1709.

Thomas Andrews the Son of John & Margraett Andrews was borne Jan : y^e 28 170⁸₉
 Henry Tolman y^e son of Henry & Hannah Tolman was borne Feb. y^e 23d 170⁸₉
 Edward Breek y^e son of Edward and Sussannah Breck was borne Feb. y^e 24th. 170⁸₉
 John White y^e son of Edward and Patience White was borne Feb y^e 25th. 170⁸₉
 Mary Seavas y^e Daughter of Joshua & Merey Seavas was borne Feb. y^e 26 170⁸₉
 Hannah the Daughter of Nathaniel Glover and Rachel his wife was borne Feb. y^e 24th
 the son of Beniam Blaekman and Jemanah his wife was Borne Juan the 24 170⁸₉
 Susannah the Daughter of Jabez & Thankfull Searle was borne Mareh y^e 2d 170⁸₉
 Thomas son of Thomas Jordan and Olife his wife was Borne the 19 of mareh 170⁸₉
 Timothy y^e Son of Edward Foster and Jemima his wife was Born April 12 : 1709.
 Ametee the Daughter of James Haws and Damaris His wife was Born April y^e 22d 1709.
 David y^e son of David Stone and Sarah his wife was Born 11th novbr 1709.
 Nathaniel the Son of Jonathan Clap and Sarah his wife was Born may y^e 30th : 1709 :
 Hannah the Daughter of John & Hannah Baker was Born may y^e 10th : 1709.
 Frances the Son of Franees & Mary Prise Was Born April 29th 1709.
 Eliphalett the Son of Benjamin & Jemima Blackman Was Born January 24 1708⁹
 Naphtilie the Son of Thomas and Sarah Pierree Was Born July 1st 1709.
 Alee the Daughter of Thomas & Hannah Evans Was Born July 11th 1709.
 Sarah the Daughter of Mathias & Silenee Evans Was Born June 4th. 1709.

Sarah the Daughter of Joseph & Mehitable Blake Was Born July 14th 1709.

John the Son of John & Mary Bird Was Born June 22d. 1709.

Mary the Daughter of John and Mary Stiles Was Born Augt. 2d. 1709.

Mary the Daughter of Thomas and Elizabeth Stanton Was Born Feb. 2d. 170⁸/₉

William y^e Son of William & Mehitable Triscott was Born Augt. 8th. 1709.

Eliakim y^e Son of Edward and Jane Pitehar was Born July 23d. 1709.

Sarah the Daughter of Samuel and Experianee Tolman Was Born sept. 3d. 1709.

James y^e Son of James Tailor was Born augt: 20. 1709.

Abigail the Daughter of John & Hannah Modsley Was Born July 28 — 1709.

Margret the Daughter of Thomas & Rebekah Modsley Was Born Sept. 14th. 1709.

Unise the Daughter of James & Miriam Bird was Born Augt y^e 28th. 1709.

Thomas the Son of Isaee & Submitt How was Born oetr. 12. 1709.

Hephzibah y^e Daughter of Robertt & Rebekah Pelton was Born sept. 3d. 1709.

Angellot y^e Daughter of Nathaniel & Susannae Etheridge was Born July 17: 1709.

Hannah y^e Daughter of John & Abigail Pierce Was Born oetr. 16: 1709.

Jacob y^e Son of Benjamin & Martha Cheny was Born oetr. 16: 1709 —

John y^e Son of John Wintworth & Elizabeth his wife was Born November 8th. 1709.

Robert y^e Son of John Foster was Born august y^e 20th. 1709.

Seth y^e Son of John Fenoo was Born octe, 28 1709

Hannah y^e Daughter of James & Abigail Puffer was Born Novembe y^e 9th. 1709.

Hannah y^e Daughter of Joseph & Elizabeth Andrews was Born Novembe y^e 1st: 1709.

Joseph y^e Son of Smith & Thankful Woodward was Born oete. 27: 1709

John y^e Son of John Sanders was Born Jany 17th: 17¹⁰/₉

Jonas y^e Son of Daniel & Sarah Tolman Was Born Janury 16: 1709/10

Zipporah y^e Daughter of Samuel & Zipporah Man Was Born Deceme. 12th. 1709.

Samuel the Son of Samll & Elizabeth Leeds was Born Novembr. 15th. 1709.

Lydia the Daughter of Nathan & Lydia Bradly was Born Febry the 14th. 1709/10

Mary the Daughter of Jerijah & Sarah Walles was Born Febuary the 25th. 1709/10

1710.

Timothy y^e Son of Timothy & Sarah Moseman Was Born march 5th: 1709/10

Daniel the Son of Georg & Mary Talbott was Born march the 7th 1709/10

Mary the Daughter of Samuel Robinson and Mary his wife was Born march 26: 1710

John the Son of Richard & Sarah Withington Was Born y^e 10th day of Aprill 1710.

Caleb the Son of John & Tamson Bradley was Born the of march 1710.

Nathanel the Son of Nathanel and Elizabeth Butt was Born the 24 of April 1710.

Josiah the Son of John & Susanah Tolman was Born the 19th of April 1710.

Preserved the Son of John and Mary Preston was born the 17th. of April 1710.
 Anna the Daughter of Humphry & Elizabeth Atherton was Born the 3d. Day of May 1710.
 William the son of Isaac Ryal and Elizabeth his wife was Born the 10th day of may 1710.
 Preserved the Son of Preserved & Susanah Capen was Born the 12th day of may 1710
 Margrett the Daughter of John & Margrett Andrews Was Born the 11th Day of June 1710.
 Mary the Daughter of Ebenezer and Mary Williams was Born the 22d Day of June 1710.
 John the Son of Ebenezer and Hannah Clap was Born the 2d. day of august 1710.
 Elizabeth the Daughter of Ebenezer and Hannah Paul was born augt. 23: 1710.
 Sarah the Daughter of Robert Spurr Junr. & Elizabeth his wife was born augt. 26: 1710.
 Mary y^e Daughter of Joshua and Repent Pumry was Born september 13. 1710.
 Onesephoras the son of Timothy & Hannah Tilestone Was Born oetober 4th. 1710.
 Benjamin the Son of Benjamin & Mehitable Ball Was Born october 17th. 1710.
 Henery the Son of Matthias & Silenee Evans Was Born octe. the 16: 1710.
 Barakiah the Son of John & Ann Lewes was Born oetc. the 28th 1710.
 Alexander the Son of Nathaniel & Rachel Glover was Born Nove. the 13th: 1710.
 Charitie the Daughter William Triseott & Mehitable his wife was born octe. 8th. 1710.
 Priseilla y^e Daughter of Samuel & Experiance Tolman was Born November 20th. 1710 —
 Amitee the Daughter of mr. Joseph Morse and Ametee his wife was Born Nove. 9th 1710.
 Thankful the Daughter of Joseph and Johannah Bird was Born Deceme. 15th 1710.
 Joshua the Son of Joshua & Mercy Severs was Born the 5th of January 1710¹¹.
 Sarah the Daughter of Samuel & Mercy Trott was Born the 21 octe. 1710.
 Hannah the Daughter of Henery & Hannah Tolman was Born Deeember y^e 6: 1710
 Hannah the Daughter of Samuel & Mary Paison was Born the 12th of January 1711/10.
 Patience the Daughter of Samuel & Waitstil Hensha was Born the 27 of January 1711/10
 Richard y^e Son of Samuel & Zepporah Man was Born January 25th. 1711/10
 Elizabeth y^e Daughter of John & Mary Minott was Born Febuary 23d. 1711/10.
 John the Son of mr. Henery Lyde & Rebeekah his wife was Born Feb. 19th 1711/10
 Ruth the Daughter of Samuel & Ruth Hall was Born February 17th 1711/10
 Abijah the Son of Edward & Jane Pitcher was Born the 29th of Desember 1710.
 Elihu the Son of William & Abigail Cranc was Born July the 26th 1710.
 Esable the Daughter of Timothy & Abigail Jarom was Born Decembr 22d. 1710.
 Benjamin the Son of Jacob and Mary Shepherd was Born December 24: 1710 —

1711.

- Zabulon the Son of Thomas & Sarah Pierce Was Born march the 14th 1711/10
- Mary the Daughter of Robertt & Anne Field was Born the 2d of march 1711/10
- Susanah the Daughter of Edward Breck and Susanah his wife was Born march y^e 30th. 1711.
- Hester y^e Daughter of Thomas Jordan & Olive his wife was Born the 3d day of aprill 1711.
- Deborah y^e Daughter of David Spraug & Sarah his wife was Born the 28th day of april 1711.
- Elijah the Son of Ralph Pope & Rachel his Wife was born the first day of Aprill 1711.
- John the Son of John Baker & Hannah his wife was Born y^e fifth day of April 1711.
- Sarah the Daughter of Edward White & wife was Born april the 3d 1711.
- Mindwel y^e Daughter of Joseph & Judeth Tucker was Born april the 18th 1711.
- Elizabeth the Daughter of Elias and Hope Monk was Born June 15th 1711.
- Supply the Son of Samll. & Mary Clap was Born the first of June 1711.
- David the Son of Joseph and Silence Hall was Born the 7th. of July 1711.
- Samuel the Son of Isaac & Submitt How was Born the 22d day of July 1711.
- Nathaniel the Son of Jonathan & Sarrah Clap was Born July 27th 1711.
- Elizabeth the Daughter of Philip & Charity Liscomb was Born augt. y^e 14th 1711.
- Mary the Daughter of John & Elizabeth Maxfield was Born July 31st 1711 —
- Mary the Daugter of Edward & Jemina Foster was Born Augt 13th 1711.
- Thomas the Son of Nathaniel & Susanah Etheidge was Born August 8th 1711 —
- Mary the Daughter of James and Sarah Trott was Born september y^e 20th 1711 —
- David the Son of Joseph and Mary Ward was Born september y^e 26th 1711 —
- Nathaniel the Son of James and Miriam Bird Was Born october the 14th 1711 —
- Hannah the Daughter of Ebenezer & Hannah Mawdsley was born Octr 28th. 1711
- Sarah the Daughter of Samll and Sarah Bird was Born July
- Abigail y^e Daughter of Jonathan & Hanah Chandler was born may 4th 1711.
- Zebiah the Daughter of Ebenezer & Jerusha Billings was Born octr: 22d: 1711 —
- Preserved y^e Son of Preserved and Susanah Capen was Born Novr 2d: 1711
- James Haws the Son of James & Damaris Haws was Born Novr. 18th 1711.
- Benjamin the Son of Benjamin & Jemima Blakman was Born y^e 18 day of Febe 171 $\frac{2}{1}$
- John Jordan son of Jonathn. Jordan born sept. 19. 1711.
- Sarah the Daughter of Joshua & Repent Pumry was Born Feb: 10th. 171 $\frac{2}{1}$
- Abigail the Daughter of Thomas and Rebeckah Modsley was Born November 20th 1711.
- John y^e Son of Samuel & Bethiah Lane was Born march 18th 1711.

Adam the son of Thomas Stanton and Elizabeth his wife was Born the 26 of Februy 17 $\frac{1}{11}$ $\frac{2}{11}$.

Waitstill Lyon the Daughter of Peter Lyon Juner and Waitstill his wife was Born Februy 17th: 17 $\frac{1}{11}$ $\frac{2}{11}$

John the son of Nathan and Lydia Bradley was born y^e 10th of March 17 $\frac{1}{11}$ $\frac{2}{11}$

1712.

Phenias y^e son of Frances Price and Mary his wife was Born 14th. of April 1712.

Preserved y^e son of James Baker and Judith his wife was Born Febery 14th 17 $\frac{1}{11}$ $\frac{2}{11}$

Mary y^e Daughter of Jacob Key and Rachel his wife Born April y^e 8th 1712

Mary the Daughter of John and Margerett Andrew was born April y^e 9th 1712

Desire y^e son of Samuel Toleman and Experence his wife was Born y^e 14th April 1712.

Abigail y^e Daughter of William Crane and Abigail his wife was Born March y^e 7th 17 $\frac{1}{11}$ $\frac{2}{11}$

James Moseman y^e son of Timothy Moseman and Sarah his wife was Born June 18th. 1712.

Samuel Trescott y^e son of William Trescott and Mehetable his wife was Born June y^e 19th 1712.

Joshua Bradley y^e son of John Bradley and Tamson his wife was Born May 7th 1712.

Ebenezer White y^e son of Mr. Ebenezer White and Abigail his wife was Born the 17th August 1712.

Elizabeth y^e Daughter of Thomas Spur and Elizabeth his wife was Born August 20th 1712.

Benjamin Trott y^e son of Samuel Trott and Mercy his wife was Born August 27th 1712

Mather Withington y^e son of Ebenezer Withington and Katharine his wife was Born sept 10th 1712.

Edward y^e son of Edward and Patienc White was Born Noveb 25th 1712.

Samuel Wales y^e son of Jerijah Wales and Sarah his wife was Born Novebr 20th 1712

Samuel Taplife y^e son of Joseph and Sarah Taplife was born Novèber 12th 1712.

Samuel y^e son of David Stone and Sarah his wife was Born octobr 31 : 1712

Danill Toleman y^e son of Daniel Toleman and Sarah his wife was born y^e octob 25 1712

Ebenezer Blake y^e son of Joseph Blake and Mehetable his wife was Born octobr 22th 1712.

Michal y^e son of Abijah Baker and Hannah his wife was born Novembr 13th 1712.

Mary y^e Daughter of Joseph Andrews and Elizabeth his wife was Born Novembr 5th. 1712.

Mehetabell y^e Daughter of Benjamin and Mehetabel Ball was Born y^e 15th. Decèbr. 1712.

Josiah Man the son of Samuel Man and Ziporah his wife was Born septe 14th 1712.

John Wiswell y^e son of Oliver Wiswell and Sarah his wife was Born the 16th. of Januay 17 $\frac{1}{11}$ $\frac{2}{11}$

Annah y^e Daughter of Ralph & Annah Morgan was Born Octr. 5th. 1712.

Joseph the Son of Comfort and Elieanor Foster was Born y^e 3d of July 1712.

Nathaniel y^e Son of Ebenezer Clap and Hannah his wife was born y^e 22 of January 17 $\frac{1}{11}$ $\frac{2}{11}$

Hannah y^e Daughter of John Humphrey and Hannah his wife was Born y^e 18th of Januery 17 $\frac{1}{2}$ ³ — and dyed y^e same day In y^e space of about 2 hours.

Sion y^e son of Mr Joseph Mors and Amity his Wife was Born y^e 17th of January 17 $\frac{1}{2}$ ³

John y^e son of John Lee and Martha his wife was Born January y^e 27th 17 $\frac{1}{2}$ ³

Mary Cheney y^e Daughter Benjamin and Martha Cheney was Born y^e 26 of Decemb 1712

Mary y^e Daughter of Joseph and Mary Ward was born August 24th 1712.

Mercy y^e Daughter of Joshua Severs and Mercy his wife was Born y^e 18 of february 17 $\frac{1}{2}$ ³

Anne y^e Daughter of Capt Thomas Tileston and Mary his wife was born y^e 9th. of February — 17 $\frac{1}{2}$ ³

Margarèt y^e Daughter of Samuel Robinson Jun. and Mary his wife was born 24th Novembr — 1712.

Aaron Bird and Mary his wife had a Male Child that was dead born Februy y^e 14th — 17 $\frac{1}{2}$ ³

Elijah the Son of John Tolman & Susanah his wife was Born Feby 2d 1712¹³

Jane the Daughter of Edward Pitcher & Jane his wife was Born Decemr y^e 26 : 1712.

Hannah the Daughter of Georg & Mary Talbott was Born may 1st 1712

1713.

Ebenezer the Son of Samuel and Bethyah Lane was Born April y^e. 17th 1713 —

David the Son of James & Sarah Trott was Born the 9th day of may 1713 —

James the Son of John and Hannah Baker was Born may 24th 1713 —

Marcy the Daughter of John and Elizabeth Wintworth was Born may 8th 1713 —

Hannah the Daughter of Ralph Pope & Rachel His wife was Born June the 9th 1713

Anne the Daughter of Robert Feild and Anne his wife was Born august the 5th 1713

Thomas Clap y^e Son of Samuel and Mary Clap Was Born the 5th Day of July 1713

Matthias the Son of Matthias Evans & Silence his wife was Born July 31st 1713

Jemima the Daughter of Edward Foster & Jemima his wife Was Born august y^e 8th 1713.

John the Son of John Bennett & Mary his wife was Born august y^e 5th 1713

Cristian the Daughter of Robert Pelton and Rebeckah his wife was Born augt. 13th 1713

Hannah the Daughter of Ralph & Rachel Pope was Born June y^e 9th. 1713 —

Rebecka the Daughter of William Triscot and Mehetable his Wife was Born september 26th : — 1713

Nehemiah the Son of Barnard Capen and Sarah his Wife was Born september 19th 1713.

James the Son of John Cocks & Tabitha his Wife was Born september 11th 1713 —

Mary the Daughter of Mary Trott Allies Mary Leadbeter was Born october y^e 22d. 1713.

Sarah the Daughter of Benjamin Eastie was Borne the 26. day of June 1713

Mary the Daughter of Nathaniel Glover & Rachel his wife was Born November 7th 1713.

Ruth the Daughter of Henery & Hannah Tolman was Born september y^e 14th 1713.

Mary the Daughter of Daniel Stone and Thankful his Wife was Born october 10th 1713.

Mary the Daughter of Ebenezer Joans and Waitstil his Wife was Born october 6th 1713 —

Thomas the Son of Thomas Blakman and Mary his Wife was Born Decemr 30th 1713.

Abigail the Daughter of Comfortt Foster & Elenor his wife was Born January 8th 17 $\frac{1}{3}$

Jonathan the Son of Jonathan & Jane Jordon was Born December 27th day 1713 —

Freelove the Daughter of John Fenoo was Born february 1st day 17 $\frac{1}{3}$

Anne the Daughter of Jonathan & Hannah Chandler was Born feb: 18: day 17 $\frac{1}{3}$

Uriah the Daughter of Joseph Tucker & Judeth his wife was born January 29th 17 $\frac{1}{3}$

Jonathan the Son of Jonathan and Jane Jordan was Born Decemr 27= 1713

1714.

Samuel the son of Samuel Joans & Sarah his wife was Born March 7th 1714.

Mary the Daughter of John Andrews and Margrett his Wife was Born march 28th 1714.

Susanah the Daughter of Samuel Hall & Ruth his wife was Born march 24th 1714

Esther the Daughter of William Crane and Abigail his wife was Born april 5th 1714.

Sarah the Daughter of Ebenezer Paul and Hannah his wife was Born: 9th of may 1714

Sarah the Daughter of Jonathan Clap and Sarah his wife was Born may: 11th 1714.

Judeth the Daughter of Thomas Pierce and Sarah his Wife was Born april 18th 1714 —

Samuel the Son of Richard Withington & Sarah his Wife was Born may 16th. 1714

Nathaniel the Son of John Stiles & Mary his Wife was Born may 23: 1714 —

John the Son of Humphry Atherton and Elizabeth his Wife was Born May 13: 1714

Hannah the Daughter of Samuel Man and Zeporah his wife was born 1714

Elhanan the Son of Elhanan & Meredeth Lyon His Wife was Born June 7th. 1714

Elizabeth the Daughter of Samuel Tolman & Experiance his Wife was born June 12th: 1714

Mary the Daughter of Preserved and Susanna Capen Was Born July 7th 1714 —

Margrett the Daughter of Joshua Georg & Margret his Wife was born augt 8th 1714 —

John the Son of Thomas Evans and his Wife was Born July 23d 1714 —

Thomas the Son of Thomas & Elizabeth Spurr Was Born augtt 26: 1714

Abigail the Daughter of Mr Ebenezer White & Abigail his wife was born augt. 30th 1714

- Mary the Daughter of William Weeks & Mary His Wife was Born May 10th. 1714
- Jane the Daughter of Frances Price and Mary his Wife was Born Sept 22d 1714
- Elizabeth the daughter Eliazer Puffer and Elizabeth his Wife was Born Augt. 24 — 1714 —
- Ebenezer the Son of Abijah Baker & Hannah his wife was Born october 14: 1714
- Georg the Son of Georg & Mary Talbott was Born october 24: 1714
- Jonathan the Son of Nathan Bradly and Lydia his wife was Born october 25 — 1714
- Samuel the Son of Ralph Morgan & Anne his wife was Born Decemr 13: 1714 —
- Thankful the Daughter of Joseph Ward & Mary his Wife was Born Decemr. 17. 1714 —
- Ebenezer the Son of John Bradly and Tamsen his Wife was Born Decemr. 11 — 1714 —
- Patience the Daughter of Edward White & Patience his Wife was born Decemr. 22d: 1714
- Joseph the Son of Robert Field and Anne His Wife was Born Decemr: 22d. 1714.
- Naomie the Daughter of John Tailor and Naomie his wife was born December 9th 1714 —
- Mather the Son of Ebenezer & Katherine Withington was Born November 13 = 1714
- Mary the Daughter of Aaron Bird & Mary his wife was Born January 15th 1714¹⁵
- Henery the Son of William White and Anne his wife was Born august 15th 1714 —
- Margrett the Daughter of John Lee & Martha his wife was Born January 25th 1714¹⁵
- Joseph the Son of Joseph Triscott and Johana his wife was Born January 24th 1714¹⁵
- Ebenezer the Son of Ebenezer Joans and Waitstil his wife was Born Janry. 13th: 1714¹⁵

1715.

- Rachell the daughter of Charles and Bethiah Wentworth was Born the 23d. of March 1714¹⁵
- Jerijah the son of Jerijah Wales and Sarah his wife was born the 3d. of April 1715.
- Henry the son of Mr Joseph Mors and Mrs Amity Mors his wife was born the 16th: of April 1715 —
- Henry the son of Henry Bird and Ruth his wife was Born the 29 April 1715
- Thankfull the daughter of Joseph and Elizabeth Andrews was Born the 19th. of May — 1715 —
- Isaac How the son of Isaac How and Submitt his wife was born the 16th of June 1715
- Mary the daughter of Isreal Leadbeter and Mary his wife was born the 8th. of May 1715
- Jonathan the son of Ebenezer Topliff and Mary his wife was Born the 14th. July 1715
- Maria the daughter of Peter Lion and Waitstill his wife was born the 5th July 1715
- Josiah the son of John Cock and Tabitha his wife was born the 28th. June 1715
- Mary the daughter of Hopstill Capen and Thankfull his wife was Born the 29th. June — 1715
- John the son of Richard Haws and Elizabeth his wife was born the 27 of July 1715.

Thankfull the daughter of Thomas Evins and Thankfull his wife was born the 20th of August— 1715—
 John the son of John Humphry and Hannah his wife was born the 10th August 1715
 Joseph Clap the son of Ebenezer Clap and Hannah his wife was born the 9th. of october— 1715—
 John the son of John Glover and Hannah his wife was born the 17th. of octob: 1715
 Lazarus the son of Ralph Pope and Rachel his wife was Born the 31: october 1715
 Jonathan the son of Samuel Man Junier and Zeporah his wife was Born the 7th Noveb— 1715
 Jane y^e Daughter of James Haws and Damaris his wife was —Born the 29 of october 1715—
 Precilla Toleman the daughter of John Toleman and Elizabeth his wife was born the 31 August 1715
 Dorcas the daughter of James Humphy and Dorcas his wife was born the 19th october 1715
 Elizabeth the daughter of James Trott and Sarah his wife was born the 11th of septem 1715
 Samuel the son of Joshua Cevers and Mercy his wife was Born the 13th. of Decemb 1715
 Nathaniel the son of Ebenezer Mawdsley and Hannah his wife was born the 4th of Decemb 1715
 John the son of John Baker and Hannah his wife was born the 28th: of June 1715
 Ruth the daughter of Ebenezer Williams and Mary his wife was born the 25th of January 1715.
 Peter the son of Thomas Blackman and Mary his wife was born the 5th febru 1715.
 Elizabeth the daughter of John Preston and Elizabeth his wife was born the 6th day of May 1715^a.
 Elizabeth y^e Daughter of Abiel Georg and Elizabeth his wife Born: 19 sept 1715
 Tabitha the Daughter of Josiah Hobbs and Esther his wife was born the 10th. of July 1715.
 Samuel Blake the son of James Blake Junier and Waitstill his Wife was Born the: 6th day of Sept 1715.
 Susanna Daugter of John & Susanna Glover born Janry. 8. 1714⁴/₆.
 John y^e Son of Jonathan and Jane Jordan was Born Agust 2d. 1715.
 Sarah the Daughter of mr. Nathaniell Hubbard & Elizabeth his wife was Born December the 7th 1715

1716.

Anne the Daughter of Henry Toleman and Hannah his wife was Born the 4th of Febru 1715^a.
 Enoch the son of Elhanan Lion and Meredeth his wife was born y^e 11th March 1715⁵/₈.
 Thomas the Son of Comfort Foster & Elenor his wife was Born March 21st 1716.
 John the son of John Andrews and Margaret his wife was born y^e 10th March 1715/6.
 John y^e Son of Ralph & Annah Morgan was born Janr. 21st. 1716.
 Pellatiah Glover the son of Nathaniell Glover Junier and Rachael his wife was Born the 2d of April— 1716.
 Elisha the son of Capt Thomas Tilestone and Mary his wife was Born y^e 16: April 1716.
 Benjamin the son of Simeon Merifield and Sillenc his wife was Born the 6th of May 1716.

- Edward the son of Edward Pitcher and Jane his wife was Born the 30th of May Anno 1716.
- Ebenezer the Son of Daniel Tolman & Sarah his wife was born the 14 of April 1716.
- Ebenezer the son of Preserved Capen and Susanna his wife was Born the: 15. Aprill Anno — 1716.
- Rebecca the Daughter of Ebenezer Dutton and Sarah his wife Born the 20th. of March 1715/16.
- Sarah the Daughter of mr Nathll Hubbard & Elizabeth his wife was Born
- Jabez and Thankfull — the son and daughter of Jabez Searl and Thankfull his wife — were Born Both of them on the 8th. of May 1716.
- Johnson the son of Samuel Toleman and Experience his wife was born y^e 26 April — 1716.
- Benjamin Blackman the son of Benjamin Blackman and Jemima his wife was Born the 18th of February — 1715.
- Henry the son of Samuel Jones and Sarah his wife was Born the — 20th of June 1716.
- Ebenezer Ball the son of Benjamin Ball and Mehetabel his wife was Born the 1st of June — 1716.
- Samuel Cheny Son of Ben Cheny & Martha his wife was Born the 9th of may 1716.
- Hannah the Daughter of Joshua Pumry and Mary his wife Born the 27 of May 1716.
- Samuel the son of Samuel Hall and Ruth his wife was Born the 19 June — 1716.
- Elizabeth the Daughter of Samuel Bird and Sarah his wife was born the 15 August 1716.
- Elizabeth y^e Daughter of Samll & Sarah Bird was born august 15: 1716.
- Theodore the son of Joseph Eastie and Experienc his wife was Born the — 29th. of June 1716.
- James Blake the son of James Blake Junr and Wait his wife was Born the 15th: of october 1716 —
- Abigail the Daughter of Thomas Spur and Elizabeth his wife was born the 16 July 1716.
- Thomas the son of Thomas Toleman and Mary his wife was Born the 28th. of August 1716.
- Releieff the Daughter of Increase Leadbetter and Sarah his wife was Born y^e 7th of october — 1716.
- Thomas the son of Charles Richard and Susanna his wife was Born the 20th of october 1716.
- John the son of Jonathan Chaundler and Hannah his wife was Born the 23 July 1716.
- Elizabeth the Daughter of Samuel Leedes and Elizabeth his wife was Born the 29: July — 1716.
- Mercy the Daughter of Samuel Trot and Mercy his wife was Born the 21: April: 1716
- John King the son of Charles King and Mary his wife was Born 2d. January 1716/17
- Ruth the Daughter of Edward Foster and Jemima his wife was Born the 4th Febru 1715/16
- Sarah the Daughter of John Preston and Elizabeth his wife was Born August the 19th 1716.
- Zirviah Daughter of Joseph & Judeth Tucker was born october 24 1716
- Samuel the son of William Cock and Thankfull his wife was Born the 4th. of November 1716.
- Unite the son of Thomas Mawdsley and Rebecca his wife was Born the 5th. of novemb 1716.

Samuel Son of Simon Pittee & Abigail his wife born auct. 20th. 1716.
 Joanna Triscott Daughter of Joseph Trescott and Joanna his wife was
 Born y^e 12th of March 1715/6 — and dyed the first of April 1716.
 Daniel the son of Samuel Henshaw and Waitstill his wife was Born the
 25th Januery — 1716/17.
 Mercy the Daughter of Samuel Topliffe and Hannah his wife was Born :
 y^e 11. of February Anno — 1716/17
 Consider the Son of Humphrey Atherton and Elizabeth his wife was
 Born the 9th of February — Anno — 1716/17 —
 Abijah the Son of Edward White : and Patience his wife was Born —
 the 23 of January 1716/17 — which was several months — after his —
 fathers Decese —
 Ebenezer the Son of Robert Field and Anna his Wife was Born the
 17th of February 1716/17
 Peter y^e Son of Georg & Mary Talbutt was Born feb. 27. 1717/18.
 Releiff the Daughter of Matthias Evens and Silence his wife was Born
 the 8th. of January Anno 1716/17.
 Ammaria the Son of Joseph Topliff and Sarah his wife was Born the
 14th of March Anno — 1716/17
 Millaha the Daughter of Nathan Bradley and Lidia his wife was Born
 the 12th. day of March — Anno 1716/17.
 Joseph the Son of Isaac How and Submitt his wife was Born the 27 of
 March — 1716/17

1717.

William the Son of Joshua George and Margeret his wife was Born the
 1st. day of May — 1717
 Martha the Daughter of John Wintworth and Elizabeth his wife was
 Born the 23 day of March — Anno 1716/17
 Thankfull the Daughter of Ebenezer Withington and Katharine his
 wife was Born the 24th day of February — 1716/17.
 John Son of John and Susanna Glover was born April 4th. 1717.
 Joseph the son of Jerijah Wales and Sarah his wife was Born the nine
 and twentieth day of August Anno — 1717
 Johannah y^e Daughtler of Aaron & Mary Bird was born october 11th. 1717.
 Deborah the Daughter of Francis Price and Mary his wife was Born
 the 2d. day of october Anno — 1717
 Thomas y^e Son of John & Hannah Baker was Born May 30th. 1717.
 Samuel the Son of Samuel Toleman and Experience his wife was
 Born 17th. day of october — Anno — 1717.
 Samuel Billing the Son of Samuel Billing and Sarah his wife was
 Born the 14th : of october in the year 1717
 Joshua the Son of Ephraim Tucker and Priscilla his wife was Born the
 15th. of Sept — Anno — 1717.
 Elizabeth the Daughter of Richard Haws and Elizabeth his wife was
 Born the 2d day of october Anno 1717.
 Thankfull the Daughter of John Humfrey & Hannah his wife was Born
 november y^e 18. 1717 —
 Noah Clap the son of Jonathan Clap and Sarah his wife was Born the
 25 day of January — Anno — 1717/8
 Mary y^e Daughter of Henery & Hannah Tolman was Born Decemr. 26
 1717.
 Joanna the Daughter of Thomas Tilestone and Mary his wife was Born
 the Decemr the 19th in the year — 1717 —
 Thomas the Son of John Andrews and Margeret his wife was Born
 the 14th : Day of february — Anno — 1717/8
 Susannah the Daughter of Preserved and Susannah Capen was Born the
 20th January 171 $\frac{8}{7}$
 Mary the Daughter of Timothy Whiting and Mary his Wife was Born
 January y^e 22d 171 $\frac{8}{7}$

Tubitha the Daughter of John and Tubitha Cocks was Born Febry the 14th 171 $\frac{8}{7}$
 Wait the Daughter of James & Wait Blake was Born Feb 26— 171 $\frac{8}{7}$
 Marcy the Daughter of Joseph and Mary Smith was Born Feb — 29th 171 $\frac{8}{7}$
 Mary the Daughter of Simeon and Silence Merifield was Born the 10th of october 1717.
 Ruth the Daughter of James and Dorcas Humfrey was Born December 11th : 1717.
 Robert the Son of Thomas and Elizabeth Spurr was Born January 18th — 1717/18
 Patience the Daughter of John Tolman and Elizabeth his wife was Born January : 1. 171 $\frac{8}{7}$
 Benjamin y^o Son of John & Hannah Glover was Born February 18th 171 $\frac{8}{7}$
 Hannah the Daughter of James Trott & Sarah his wife was Born January : 11th 1717.. or : 18.—
 William the Son of Nathaniel Hubbard Esqr & Elizabeth his wife was Born october 24th — 1717
 Zubiah the Daughter of Joseph & Mary Ward was Born feb : 3d 171 $\frac{8}{7}$
 Jane y^o Daughter of Jonathan & Jane Jordan born June 1st 1717.

1718.

Ephraim the Son of Ephraim and Judeth Pason was Born april 13th 1718
 Martha the Daughter of John and Mary Brown was Born the of april 1718
 Sarah the Daughter of Charles & Susanna Richards was Born april the 5th 1718
 Anne the Daughter of Thomas and Zebiah Trott was Born April 27th 1718—
 Hannah & Priscillah Daughters of Ebenezer & Hannah Paul Boath Born at one Birth on the 17th day of may 1718—
 Ebenezer the Son of Charles and Mary King was Born June 7th 1718—
 Hopestill y^o Son of Hopestill & Hannah Blake was born June 4th 1718.
 James the Son of James and Mary Jenkins was Born the 3d day of July 1718—
 Ebenezer the Son of Ralph and Rachel Pope was Born y^o 27th. day of may 1718—
 Sarah the Daughter of Thomas & Elizabeth Wiswell was Born y^o 29th day of July 1718—
 Rebecka the Daughter of Ebenezer & Sarah Dunton was Born y^o 29th day of July 1718—
 Georg the Son of Jabez Searle & Thankful His wife was Born June y^o 30th 1718.
 Elizabeth the Daughter of Ebenezer & Hannah Clap Was Born september y^o 6th 1718.
 Jane the Daughter of Thomas Evans & Thankful his Wife was Born y^o 18th september 1718—
 Ebenezer the Son of Thomas Blakeman & Mary his wife was Born september y^o 7th 1718—
 Elizabeth the Daughter of Joshua & Marcy Severs was Born the 19th of october 1718—
 Mary the Daughter of Jonathan & Mary Kilton was Born the 11th Day of December 1718—
 Thomas the Son of Thomas & Mary Tolman was Born the 14th day of December 1718

Josiah the Son of Isaac How & Submit his Wife was Born Decemr
 y^e 16th 1718
 John Bugbee the Son of Ruth Paul & John Bugbee the Deputed Father
 was born Novr. 7th. 1718.
 Mary the Daughter of John & Martha Lee was Born January 15th
 171⁹/₈;
 Comfort & Ellener son & Daughter of Comfort Foster & Ellener his
 wife wear Born Augt. 30th 1718
 John the Son of John & Rebecca Webb born augt 18 1718
 Ebenezer son of Simon & Abigail Pittee born Decemr 9th 1718.
 Allexander the Son of John Bradley & Tamson his wife was Born Jan-
 uary y^e 26th 171⁹/₈
 Marcy the Daughter of Samll. & Hannah Topliff was Born November y^e
 2d 1718 —
 Stephen the Son of Samll. Joans & Sarrah his Wife was Born February
 28th 171⁹/₈
 Mary the Daughter of Edward Bayly & Hannah his wife was Born
 october 5th 1718 —
 Susanna the Daughter of William Cocks & Thankful his wife was born
 Febr'y 21st 171⁹/₈
 Katherine the Daughter of Philip Lyscom and Charity his wife was Born
 March 30th 1718.
 Ebenezer the Son of Richard Withington & Sarah his wife was Born
 March y^e 2d 1718 or 19.
 Alise the Daughter of Edward & Alce Foster was Born January 4th 1718
 or 19.
 James Persons the Son of Jerusha Bird, and James Persons of Boston
 the Deputed father was Born Febr'y 23d 171⁹/₈
 Susanah the Daughter of Joshua & Margret Georg was Born Febr'y 27th
 1718¹⁹/₂
 Mercy the Daughter of Joseph Smith & Mary his wife was Born Feb.
 19th. 1718¹⁹/₂
 Thomas the Son of John & Mary Dickerman was Born June 6th 1718 —

1719.

Annah y^e Daughter of Ralph & Annah Morgain was Born Apr. 30th.
 1719.
 Edward y^e Son of John & Elizabeth Withington was Born Decr. 3d.
 1719.
 Jacob the Son of Benjamin Cheny and Martha his Wife was Born the
 24th of May 1719.
 Henery the Son of William Crane & Abigail his wife was Born may 6th
 1719 —
 Meredeth the Daughter of Elhanan & Meredeth Lyon was Born May 15th
 1719 —
 Isaac the Son of Henery Bird & Ruth his wife was Born the 16 day of
 may 1719
 James the Son of James Swifft & Silence his wife was Born the 21st day
 of June 1719 —
 Nehemiah the Son of John Stiles & Mary his wife was Born the 2d day
 of July 1719
 Benjamin & Rebecka y^e Son & Daughter of Timothy and Hannah Tile-
 stone was born the 19th day of July 1719.
 John y^e son of John & Rebecca Bullard was born Sepr. 13th. 1719.
 William y^e Son of John & Mary Brown was Born Aug. 26th. 1719.
 Samuel the Son of John Preston and Elizabeth his wife was Born august
 y^e 19th 1719 —
 William the Son of Samuel Tolman & Experence his wife was Born
 august y^e 12th 1719

Desier the Son of Ephraim Pason & Judeth his wife was Born July the 31st 1719 = & Dyed y^e Same day
 Ebenezer the Son of Ebenezer Topliff & Mary his wife was Born September 16th 1719.
 John the Son of John & Tubitha Cocks was Born the 3d day of august 1719
 the of Ebenezer Maudsley & Hannah his wife was Born the
 Elizabeth the Daughter of Ebenezer & Elizabeth Maudsley was Born october the 17th 1719
 Stephen the Son of Joseph Roye & Anne his wife was Born July y^e 1st day 1719
 Jane the Daughter of Charles King & Jane his wife was Born May 22d day 1719.
 Mehitable the Daughter of Robert Field & Anne his wife was Born September 15th 1719.
 Elizabeth y^e Daughter of Jonathan & Hannah Chandler was Born the 14th of May 1719 —
 Elizabeth the Daughter of Joseph Bass & Elizabeth his wife was Born November 15th 1719.
 Jerusha the Daughter of Henery Tolman & Hannah his wife was born Novr 17th 1719.
 Sarah the Daughter of Benjamin Gill & Abigail his wife was born November 29th 1719 —
 William the Son of Nathll Hubbord Esqr & Elizabeth his wife was born october 26th 1719
 Thomas Wiswal Son of Thomas & Elizabeth Wiswal was Born Feby 14 — 1719²⁰
 Elizabeth the Daughter of Jerijah Wales & Sarah his wife was Born Feby 21st 1719²⁰
 John the Son of John Wales & Ruth his wife was Born Feby 25th 1719²⁰
 Susanna the Daughter of Timothy & Dorcase How was Born July 2d day 1719 —
 Uriah the Daughter of Joseph & Judeth Tucker was born June 5th 1719
 Dameris y^e Daughter of Samuel & Sarah Bird was Born July 2d 1719
 Sarah the Daughter of Georg Talbut & Mary his wife was Born august 23d 1719 —
 Mary the Daughter of Joseph Trescot & Abigail his wife was born Feby 14th 1719²⁰
 Samuel Son of James & Judith Baker was born Aug. 16. 1719.
 Jedediah the Son of Jonathan & Jane Jordan was Born September 16th 1719
 Ebenezer y^e Son of John & Mary Dickerman was born Novr 10th 1719 —
 George y^e Son of Simeon Merrifield & Silence his Wife was Born Novr. 27th. 1719.

1720.

Samuel y^e Son of Samuel & Abigail Withington was Born Apr. 10th. 1720.
 Moses & Aaron Two Sons of John Wintworth and Elizabeth his wife was born April 4th 1720.
 Ebenezer y^e Son of Ebenezer & Sarah Dunton was Born y^e 9th day of March 1719 or 20 —
 David the Son of Preserved & Susannah Capen was Born y^e 3d day of april 1720 —
 Abigail the Daughter of Thos & Elizabeth Spur was Born April 8th 1720 —
 William the Son of Benjamin Wiate & Meriam his Wife was Born april y^e 2d 1720

Benjamin the Son of Frances Price & Mary His wife was Born April 12th 1720
 David the Son of Nathan Bradley & Lydia his wife was Born May 25th 1720
 Joseph the Son of Joseph Smith & Mary his wife was Born May 24th 1720.
 Mary the Daughter of Joshua Georg & Margret his wife was Born the 22 day of July 1720.
 Silence the Daughter of Mathias Evans & Silence his wife was born august 7th 1720
 Anne the Daughter of Israel Leadbeter and Mary his wife was born augt 16 — 1720
 Ephraim the Son of Ephraim Tucker & Priscila his wife was Born July 17th 1720
 John the Son of John Harriss & Hannah his wife was Born octr y° 14th 1720
 Hannah the Daughter of John Wiswel & Sarah his wife was Born may y° 4th 1720
 Sarah the Daughter of William Tailor Esqr. & Abigail his wife was Born october 26th 1720.
 Thomas the Son of James Blake & Wait his wife was Born July y° 26th 1720
 Benjamin the Son of Philip Liscom & his wife was Born Novr y° 4th 1720
 David the Son of Jonathan Clap & Sarah his wife was Born Novemr y° 11th 1720
 Isaac the Son of Edward Estie & Elizabeth his wife was Born Novemr y° 24th 1720
 Robert y° Son of Robert Field & Annah his Wife was Born Decr. 15th. 1720
 Sarah the Daughter of John & Margerett Andrews was Born Febyr 14th 1720¹.
 Elijah Baker the Son of John and Hannah Baker was Born May the 14th 1720
 William the Son of Nathll Hubbard Esqr & Elizabeth his wife was Born Janry 17th. 1720¹/₆
 Alexander y° Son of Alexander & Mary Soper was Born July the 31st 1720.
 Susanna y° Daughter of James and Silence Swift was Born March y° 6th 1720¹/₆
 Joseph y° Son of Aaron and Mary Bird was Born the 11 of october 1720.
 Sarah Daughter of Simon & Abigail Pittee octr. 9th 1720.
 John Hixen Son of John and Mehetabel Hixen Born 26 of August 1720.
 Elijah Biling the son of Samuel and Sarah Biling Born y° 30 of novem 1720.
 James y° Son of James & Abigail Draper was Born September 22d. 1720.

1721.

Roger Clap the Son of Ebenezer Clap & Hannah Clap was born March 28th 1721.
 Samuel Brown Son of John Brown and Mary Brown was Born April 29. 1721.
 Joshua How the Son of Nathaniel & Rachel How Born y° 23 of february 1720
 Marah Wiat the daughter of Edward & Abigail Wiat was born y° 7th of January 1720²¹/₂₁
 Ruth Biling the Daughter of William and Ruth Biling Born the 20 of april 1721.
 Hanah Bayly Daughter of Edward and Hanah Bayly Born the 28 of march 1720²¹

- Ebenezer Andrews Son of Joseph and Elizabeth Andrews Born 13 day of April 1721.
- Thomas Jones Son of Ebenezer and Waitstil Jones Born the 20 day of april 1721.
- Hopstil Tolman The Son of Samuel and Expereance Tolman Born the 12 of May 1721.
- Thomas Kilton Son of Jonathan and Mary Kilton was born y^e 5 of July 1721
- Darcos Coks daughter of John and Tabitha Coks was born 17th June 1721
- Elizabeth Bass daughter of Jos. & Elizabeth Bass was Born the 5th of may 1721
- Isaiah Tolman son of Thomas and Mary Tolman was Born the 28 of may 1721.
- Grindal Roson Son of Pelitiah and Hannah Roson was born the 30 of July 1721
- Elizabeth Bird daughter of Benjamin and Johanah Bird was born the 27 of July 1721
- Mary Foster daughter of Comfort & Mary Foster was born the 29 of July 1721
- Daniel Preston son of Daniel and Mary Preston was born the 14th of may 1721
- Mary Blackman daughter of Thomas and Mary Blackman was born y^e 29 of July 1721
- Margerit Preston y^e daughter of John & Elizabeth Preston Born 16 of march 1720²¹
- Mary Humfry the daughter of James & Dorcos Humfry Born y^e 3d of August 1721.
- William Severs the son of Joshua and Marcy Severs was Born the 2d day of Sept 1721.
- Elizabeth Marion the Daughter of Joseph and Ellin Marion was Born the 22d day of Septemr 1721.
- Joseph the Son of Robert Royall and Mercy his wife was Born may the 13th. 1721.
- Ruth Blake the Daughter of James and Wait Blake was born the 16 of Sept 1721.
- Nathanael y^e Son of Samuel & Mary Leeds was Born July 14th 1721.
- Jerusha Talbot the Daughter of Georg and Mary Talbot was Born the 6 of octo 1721.
- Elizabeth Glin Daughter of Georg and Barbery Glin was born the 28 of october 1721.
- Joseph Turell the Son of Joseph and Joanna Turell was Born the 31st of octo 1721.
- Sarah Humfry daughter of Isaac and Jean Humfry was born y^e 25 of october 1721.
- Unity Morse Born of mr Joseph and mrs Amity Morse May 21. 1721.
- Ebenezer y^e Son of Ralph & Annah Morgan was Born March 31st. 1721.
- Ann Spur the daughter of Robert and Jemima Spur was born 14 of novem 1721
- Moses How Son of Timothy & Dorcos How was born the 30 of Novem — 1721
- John Louder the Son of Capt William Louder and Elizabeth his Wife was Born the 9th of January 1721²²
- Standfast Wiat Son of Benjamin and Meriam his Wif was Born y^e 5th of december 1721
- Mary Holland daughter of Joseph and Elizabeth Holland was Born the 8th of december 1721
- Hannah Commins daughter of Isaac & Hannah Commins was Born y^e 26 of october 1721.

Benjamin Chandler the son of Jonathan & Hannah his wife was Born
y° 8th of January 1721²²
Samuel Dickermen y° Son of John & Mary Dickermen was born y° Sixth
of february 1721²²
Joseph Son of John & Susanna Glover was born June 6th 1721.
William Cocks Son of William and Thankfull Cocks was born the 29th
June 1721
John Evens the Son of Mathias Evens & Silence Evens was born the 5
of february 1721²²
Abigal Triscot daughter of Joseph and Abigal Triscot was born the 17
of october 1721.
John y° Son of John Rugles & Elisabeth his wife was born sept 16. 1721.
Inceas y° Son of Inceas & Sarah Leadbeter was Born November y° 28th
1721.
Deliverance the Daughter of Henery & Hannah Tolman was Born Jan-
uary y° 20th 172²₁
William the Son of Samuel Durant and Elisabeth his wife was Born
March y° 1st 172²₁
William y° Son of Charles and Bethiah Wintworth was Born y° 7th day
of Febr'y 172²₁
Uriah the Son of Elhanan & Merideth Lyon was Born November 9th
1721
Jonas y° Son of Samuel Hartwell & Hannah his wife was Born Septem-
ber y° 29th 1721
Isaac the Son of Joseph Royall and Magdalen his wife was Born att
Lewes Town Penselvenia 11 of Janry 172²₁
Ephraim y° Son of Ephraim Tucker & Priscilla his Wife was Born Febr.
8th 1721/22
Josiah y° Son of John & Rebecca Bullard was born July 22d. 1721.
Abigail y° Daughter of James Draper & Abigail his Wife was born
Decr. 12th 1721.
Ruth y° Daughter of Jeremiah Whiteing & Ruth his Wife, was born
July 5th 1721.

1722.

Sarah y° Daughter of James & Judith Baker was born Mar. 18. 1722/3
Abigail y° Daughter of John & Sarah Wiswel was born march 8th 172²₁
Samuel y° son of Ebenezer & Sarah Dunton was born March 29th 1722.
Elijah the son of Preserved & Susana Capen was Born y° 23d day of
march 172²₁
Hannah y° Daughter of Samll and Sarah Bird was born April 29th 1722
Hopstill the Son of Jonas Humfrey & Susana his wife was born March
20th 1722.
Jemimah y° Daughter of Benjamin & Abigail Gill was Born y° 29th day
of April 1722
Sarah the Daughter of Isaac How & Submit his wife was Born May 18th
1722.
Abigail Daughter of Simon & Abigail Pittee born may 21st 1722.
Nathanel y° Son of John & Ruth Wales was Born June the 2d 1722 —
Joseph and Benjamin Two Sons of Joseph & Mary Ward was Born one
y° 12th y° other y° 13th days of august in the year 1722 —
Joseph the son of Joseph Leeds and Precilla his wife was Born sept 22.
1722.
Ebenezer the son of Ebenezer & Ann Wiswell was Born June y° 10th
1722
Thomas the Son of Thomas & Mary Bird was Born september y° 14th
1722
Releif the Daughter of Edward and Alce Foster was Born august y° 31st
1722.

Margret y Daughter of Nathll Hubbard Esqr & Elisabeth his wife was
 Born June y° 2d 1722.
 Mary y° Daughter of Edwd and Abigail Clap was born April 9th 1722.
 Mary y° Daughter of Ebenezer & Thankful Cocks born Novr 2. 1722.
 William The Son of William Tailor Esqr & Abigail his wife was Born
 Novr 1st 1722 —
 John the Son of William Wheler and Abigail his wife was Born May
 the 9th 1722
 Samuel the Son of John Andrews & Margret his wife was Born october
 y° 19th 1722
 Thomas the Son of Benjamin Bird & Johana his wife was Born septem-
 ber 29th 1722
 Priscila the Daughter of James Foster & Priscilla his wife was Born
 November 18th 1722.
 Ruth the Daughter of Joseph & Experianc Estie was Born may the 25th
 day 1722.
 Submit the Daughter of John Tolman & Elisabeth his wife was Born
 June the 19th 1722.
 Abigail the Daughter of Edward & Keziah Wintworth was Born septem-
 ber the 15th 1722
 Edward the Son of Daniel Preston & Mary his wife was Born september
 the 5th 1722.
 Mary the Daughter of Alexander & Mary Soper was Born July the first
 1722 —
 Jerusha Daughter of John & Susana Glover born Decemr 3d 1722.
 Jonathan the Son of Jerijah & Sarah Wales was Born the 23 day of Jan-
 uary 172 $\frac{2}{3}$
 Mary the Daughter of Thomas & Elisabeth Wiswell was Born y° 17 day
 of December 1722.
 Elisabeth y° Daughter of Samuel & Experience Tolman was Born Jan-
 uary 14th 172 $\frac{3}{2}$
 Mary y° Daughter of William Ball and Jerushah his wife was born Jan-
 uary y° 28 — 172 $\frac{3}{2}$
 Elisabeth the Daughter of Jonathan and Jane Capen was Born the 24th
 of November 1722.
 Mary the Daughter of Ebenezer and Thankful Cocks was Born the 2d
 day of November 1722 —
 Sarah the Daughter of Consider Leeds & Sarah his wife was Born Febr
 the 24th 172 $\frac{3}{2}$
 James the Son of Robert Field and Anne his wife was Born Febr 19th
 172 $\frac{3}{2}$
 Josiali the Son of Nathan Bradley & Lydia his wife was Born January
 y° 8th 172 $\frac{3}{2}$
 Sarah the Daughter of Ephraim & Judah Pason was born December the
 30th 1722
 John the Son of Charles and Jane King was Born the 29th day of
 August 1722.
 Mehitabel y° Daughter of Timothy Whiting & his wife was born Jan-
 uary y° 15th 172 $\frac{3}{2}$
 Abigail the Daughter of Joseph & Elizabeth Cocks was born January
 the 31st 1722³

1723.

Priscila the Daugter of John Rugles & Eilizth his wife was born Janry
 28 — 1723/4
 Lemuel the Son of Robert Spur & Jemima his wife was Born March y°
 31st 1723 —
 Susannah y° Daughter of Charles & Jemima Davenport was Born
 Patience the Daughter of John Trescott & Sarah his wife was Born
 March the 20th 1723 —

- Michael the Son of Thomas Spur and Sarah Spur was Born April the 1st 1723 —
- Ebenezer the Son of Samuel Duren & his wife was Born may 15th 1723 —
- Joseph the Son of James Humfrey & Dorcas his wife was Born may the 23d. 1723 —
- Thomas the Son of James Blake & Wait his wife was Born may the 20th 1723.
- Samuel Son of John & Elizabeth Strobridge was Born may 1723.
- James the Son of Preserved Capen and Susana his Wife was Born June the 2d 1723.
- John the Son of John Maudsley and Hannah his wife was Born July the 18th 1723 —
- Sarah the Daughter of Samuel and Sarah Joans was born the 17th day of July 1723 —
- John the Son of John Brown and Mary his wife was born July the 6th 1723
- Jesse the Son of Desier Haws & Jerusha his wife was Born June the 10th. 1723.
- Elisabeth y^e Daughter of John & Ester Ransted, was Born March 4th. 1723/4.
- Thomas the Son of Thomas Glover & Elisabeth his wife was Born september y^e 7th 1723
- Joseph the Son of Joseph Daman and Mary his wife was Born the 26th day of May 1723 —
- Abigail the Daughter of Edward Bayly and Hannah his wife was born august the 3d 1723 —
- Hephzibath y^e Daughter of Thomas Cocks & Hephzibath his Wife was Born Aug. 15th. 1723.
- Samuel y^e Son of John & Rebecca Bullard was born Sepr. 10th. 1723.
- Samuel the Son of Samuel Paul and Abigail his wife was born November the 23d 1723
- Timothy the Son of John Wales & Ruth his wife was Born December the 17th 1723.
- Mary the Daughter of Josiah Blakman & Mary his Wife was born January the 8th 1723 $\frac{3}{4}$
- Unite the Son of William and Thankful Cocks was Born september y^e 6th 1723 —
- Margaret the Daughter of Samll Topliff & Hannah his wife was born November y^e 19th 1723 —
- Joseph the Son of Richard Withington & Sarah his Wife was Born January the 22d. 1723/4
- Ebenezer y^e Son of Ebenezer Maudsley Jur. & Elizabeth his Wife was Born Mar. 16th. 1723/4
- Elisabeth the Daughter of Thomas Blakman and Mary his wife was born y^e 2d November 1723.
- Solomon the Son of Jonathan & Mary Kelton was born the 4th day of Decemr 1723
- Ebenezer y^e Son of George Talbutt & Mary his Wife was born Decr. 4th. 1723.
- Joseph the Son of Joseph & Elisabeth Bass was born the 28th day of sept 1723 —
- Leveret the Son of Nathll Hubbard Esqr. & Eliza his wife born Decemr 15th 1723
- Mercy the Daughter of Samuel Trott and Ruth his Wife was Born Janry. y^e 9th 1723/4
- Obadiah the Son of James Swift & Silence his Wife was born January the 31st 1723/4
- Jonas the Son of Jonas Humfrey & his wife was Born January y^e 17th. 1723/4

Pricilah the Daughter of John & Eliza Rugles born January 28.
1723/4

James the Son of John Cocks & Tubitha his wife was Born June y° 17th
1723

Nathaniel the son of John Woodward & Abigail his wife born Decemr
2d day 1723.

Isaac y° Son of Isaac & Hannah Cummins was born Febr. 12. 1723/4

Lydia the Daughter of Jabiz Searl & Patience his wife was Born may
17th 17

Mary the Daughter of Samuel Humfrey & Elisabeth his Wife was
Born Febr. 16th 1723/4

Joseph Son of Richard Withington & Sarah his wife born Janry. 22.
1723/4

Mary the Daughter of Thomas Tolman & Mary his wife was Born
November 4th 1723/4 —

Mary the Daughter of John Dickerman & Mary his wife was Born
January the 31st 1723/4

Margaret y° Daughter of Ralph Morgan & Ann his wife was born
January 12. 1723/4

Ebenezer y° Son of George Talbut and Mary his wife was born Decem-
ber 4th 1723 —

Isaac the Son of Joseph Bird & Ruth his wife was born January 18th
1723/4

Jemima y° Daugter of Jonathan & Jane Jordan born February 14.
1723/4

Sarah y° Daughter of Jeremiah Whiteing & Ruth his Wife was born
May 4th 1723.

John y° Son of James & Abigail Draper was born June 16th. 1723.

1724.

Ruth the Daughter of John Capen and Ruth his wife was born march y°
16th day 1723/4

Increas the Son of Increas Leadbeter and Sary his wife was born April
the 5th 1724.

Thankfull the Daughter of William Withington & Elizabeth his wife
was born april 18th 1724

Mary The Daughter of Ebenezer Wiswel & Ann his wife was born
April the 17th 1724

Theophilus Son of Elhanan Lyon & Meredeth his wife was born march
15th 1723/4

William the Son of Charles King & Jane his wife was born the 26th
day of April 1724 —

Isaac the Son of Isaac Humfrey and Jane his wife was born the 25th
day of April 1724 —

John the Son of Robert Spur & Jemimah his wife was Born June the
27th 1724 —

Elijah the Son of Preserved Capen & Susannah his wife was Born June
the 6. 1724 —

Joseph y° Son of Joseph Trescot & Abigail his wife was born april y°.
. 6. 1724.

Ann the Daughter of John and Sarah Wiswel was born March y° 4th
1723/4

Isaiah y° Son of Joseph Leeds & Pricilla his wife was born the 21st of
July 1724

Joseph the Son of Joseph Andrews & Elisabeth his wife was born July
y° 15th 1724 —

Elisabeth the Daughter of Joseph & Elisabeth Cocks was born august
y° 11th 1724 —

Ann the Daughter of Thomas & Mary Bird was born August ye 10th
1724 —

- Jonathan the Son of Jonathan Capen & Jane his wife was born July 23d 1724 —
- Mary the Daughter of Nathaniel Holmes & Sarah his wife was born August 12th 1724
- Remember the Son of Daniel Preston & Mary his wife was born August 17th 1724.
- Enoch the Son of Enoch Wiswel & Susanah his wife was Born Augtt 26th 1724 —
- Mercy the Daughter of John Tolman & Elisabeth his wife was Born June 27th 1724 —
- Ebenezer the Son of Elkanah Billing & Mary his wife was born July the 6th 1724
- Jacob the Son of Henery Bird and Ruth his wife was born august 21st 1724
- Samuel the Son of Samuel Bishup & Abigail his Wife was born the September 1724 —
- George the Son of John Baker & Hannah his wife was born the 13th august 1724.
- Isaac the Son of Joseph Bird & Ruth his wife was Born Janry 18 — 1723/4
- John the Son of John Blakman & Susanah his Wife was Born october 9th 1724 —
- Samuel the Son of Benjamin Bird & Johanna his Wife was born March y^e 27th 1724
- Cornelious the Son of Cornelious Collick & Jerusha his wife was born
- Ann the Daughter of Samuel Capen & Deborah his wife was born november 11th 1724.
- Hopetill y^e Son of Robert Field and Anne his wife was born Novr 21st. 1724 —
- Abigail the Daughter of Edward Downs & Ruth his wife was born December y^e 17th 1724 —
- Mary the Daughter of Ephraim Pason & Judith his wife was born october 9th 1724
- Joseph the Son of Joseph Estie & Experience his wife was born December y^e 8th 1724
- Jemimah the Daughter of Charles Davenport & Jemima his wife was born December y^e 25th 1724
- Sarah y^e Daughter of Cornelious Tomson & Sarah his wife was born December 16 — 1724 —
- Enos the Son of Timothy How and Dorcas his wife was born January the 25th 1724/5
- Sarah y^e Daughter of John Bradley & Sarah his wife was born February 21st 1724/5
- Jessee the Son of Hezekiah Barber & Unice his wife was Born Febr 2d 1724/5
- Ephraim the Son of Jerijah Wales and Sarah his wife was born Febr the 22d 1724/5
- Mary the Daughter of Simon Pittee & Abigail his wife was born September the 11th 1724 —
- Samuel y^e Son of Samuel Bird & Sarah his Wife, was born Febr. 2d. 1724/5.
- Moses y^e Son of Hezekiah Gay & Jemimah his Wife was Born January 28th. 1724/5
- Grace y^e Daughter of Jonathan Kinne & Grace his Wife was Born May 14th. 1724.
- John y^e Son of John Trescott Junr. & Sarah his Wife, was Born Sepr. 25th. 1724.
- Joshua y^e Son of James & Abigail Draper was Born Decr. 25th 1724.

1725.

- Ruth y^o Daughter of Samuel Humphrey & Elizabeth his Wife was born March 24th. 1724/5
- Mary y^o Daughter of Joseph Smith and Mary his Wife, was Born Apr. 2d. 1725.
- Joseph y^o Son of Jonathan Chandler, and Hannah his Wife, was Born Apr. 30th. 1725
- Elizabeth y^o Daughter of Thomas Wiswell & Elizabeth his Wife was Born June 7th 1725.
- Abigail y^o Daughter of Benjamin Bird & Johannah his Wife, was Born June 20th. 1725.
- Elinor y^o Daughter of Ebenezer Jones Junr. & Waitstill his Wife, was Born July 8th. 1725
- William y^o Son of John Andrews & Margaret his Wife, was Born July 15th. 1725.
- Elijah y^o Son of Thomas Glover, & Elizabeth his Wife, was Born July 20th 1725.
- Mary y^o Daughter of Samuel Paul Junr & Abigail his Wife, was Born August 16th. 1725.
- Beulah y^o Daughter of James Foster Junr. & Priscilla his Wife, was Born Aug. 27th. 1725.
- Mehetable y^o Daughter of John Hixson and Mehetable his Wife, was Born August 27th. 1725.
- Thomas y^o Son of James Blake Junr. & Wait his Wife, was Born September 18th. 1725.
- Elizabeth y^o Daughter of William Withington & Elizabeth his Wife, was Born Octr. 1st. 1725.
- Rebekah y^o Daughter of John Blackman Junr. & Susanna his Wife, was Born Octr. 4th. 1725.
- Jeremiah y^o Son of John Brown & Mary his Wife, was Born October 11th. 1725.
- Ruth y^o Daughter of Ebenezer Holmes Junr. & Mary his Wife, was Born Novr. 7th. 1725.
- Elizabeth y^o Daughter of Samuel Bishop & Abigail his Wife was Born Octr. 28th. 1725.
- Edward y^o Son of Edward Kilton and Mary his Wife, was Born Decr. 1st. 1725.
- Sarah y^o Daughter of John Capen & Ruth his Wife, was Born y^o 21st. Day of July 1725.
- Rebecca y^o Daughter of Thomas Blackman & Mary his Wife was Born Decr. 29th. 1725.
- Mary y^o Daughter of Josiah Blackman & Mary his Wife was Born Janur. 15th. 1725/6
- Hannah y^o Daughter of John Glover and Lydia his Wife was Born Febr. 10th. 1725/6
- Joseph y^o Son of John Maudsley & Hannah his Wife, was Born January y^o 24th. 1725/6
- Rebecca y^o Daughter of William Cocks & Thankfull his wife was Born Janr. 17th. 1725/6
- Timothy y^o Son of Samuel Capen Tertius & Deborah his Wife was Born Febr. 3d. 1725/6
- Elkanah y^o Son of Elkanah Billings & Mary his Wife was Born Febr. 16th. 1725/6
- Mehetable y^o Daughter of Jonathan Payson & Ann his Wife was Born Sepr. 30th. 1725
- Sarah y^o Daughter of Thomas Cocks and Hephzibath his Wife was Born Apr. 1st. 1725.
- Christian y^o Daughter of Samuel Trott & Ruth his Wife was born Novr. 19th. 1725.

Henry y^e Son of Edward Bayley & Hannah his Wife was Born Decr. 9th. 1725.
 Hannah y^e Daughter of Jeremiah Fuller & Hannah his Wife was Born Novr. 10th. 1725.
 Smith y^e Son of Ebenezer Woodward and Elizabeth his Wife was born Sepr. 10th. 1725.
 Submit Woodward, y^e Daughter of John & Abigail Woodward, was born Novr. 17th. 1725.
 Nathanael y^e Son of John Glover and Mary his Wife was Born Sepr. 30th. 1725.
 Josiah y^e Son of Joseph Leeds Junr. and Priscilla his Wife was Born Febr. 8th 1725/6
 Jonathan y^e Son of Samuel Duren and Elizabeth his Wife was Born Janr. 21st. 1725/6.
 Silas y^e Son of Edward Wintworth and Keziah his Wife was Born July 25th 1725.
 Rebecca y^e Daughter of John & Rebecca Bullard was born September 22d. 1725.
 Abigail y^e Daughter of Jeremiah Whiteing & Ruth his Wife was Born Febr. 14th 1725/6
 Robert y^e Son of Robert Swan & Mary his Wife was Born May 28th. 1725.
 Ebenezer y^e Son of Joseph Daman Junr. & Mary his Wife was born July 7th. 1725.
 Seth y^e Son of Philip Liscom Junr. & Desire his Wife was Born Decr. 8th. 1725.
 Charity y^e Daughter of Samuel Dwelly & Charity his Wife was Born Janr. 30th. 1725/6
 Hannah y^e Daughter of John Blake & Abigail his Wife was Born June 19th. 1725
 Thomas y^e Son of Thomas Trott Jur. & Martha his Wife was Born Novr. 28th. 1725
 Oliver y^e Son of Ebenezer Wiswell and Ann his Wife was Born Novr. 24, 1725.
 Experience Talbutt y^e Daughter of George & Mary Talbutt was born Febr. 20th. 1725.
 Amy y^e Daughter of Ralph Morgan and Annah his Wife was born Decr. 25th. 1725.
 Edward y^e Son of Aaron & Mary Bird was born y^e 21st. of June 1725.
 Elizabeth the Daughter of Ebenezer Moseley Junr. & Elizabeth his Wife was Born Febr. 27th. 1725/6.

1726.

Eliphalet y^e Son of Elias Monk Junr. & Susannah his Wife was Born March 18th. 1725/6
 Thomas y^e Son of Israel Leadbetter & Mary his Wife was Born Mar. 2d. 1725 | 6.
 Josiah y^e Son of James Draper & Abigail his Wife was Born Apr. 3d. 1726.
 John y^e Son of Timothy Tolman & Elizabeth his Wife was Born Apr. 28th 1726.
 Abigail y^e Daughter of Jonathan Dier & Hannah his Wife was Born May 26th 1726.
 Katharine y^e Daughter of Isaac Humphrey Junr. & Jane his Wife was born June 2d. 1726.
 James y^e Son of John Wiswell & Sarah his Wife was Born June 24th. 1726.
 Mary y^e Daughter of Matthias Evans & Silance his Wife was Born July 9th 1726.

- Silence y^e Daughter of Samuel Withington & Abigail his Wife was Still Born Aug. 3d. 1726.
- Ebenezer y^e Son of Ebenezer & Thankfull Cox was born March 13th. 1725/6.
- Samuel y^e Son of Nathanael Holmes & Sarah his Wife, was Born Sepr. 4th. 1726.
- Henry y^e Son of Jonas Humfrey & Susannah his Wife was Born Aug. 1st. 1726.
- Jonathan y^e Son of Joseph Bird & Ruth his Wifewas born August 17th. 1726.
- Hannah y^e Daughter of Benjamin Bird & Johannah his Wife was Born Sepr. 29th 1726.
- Royal y^e Son of Cornelius Kollick & Jerusha his Wife was Born Aug. 18th. 1726.
- Abigail Preston y^e Daughter of Daniel Preston & Mary his Wife was born Aug. 23d. 1726.
- Elizabeth y^e Daughter of Joseph Hartwell & Mary his Wife was Born Aug. 31. 1726.
- Seth y^e Son of Charles Wintworth and Bethiah his Wife was Born Sepr. 29th. 1726.
- Hannah y^e Daughter of John Puffer Jur. & Abigail his Wife was Born Octr 15th. 1726.
- Benjamin y^e Son of Benjamin Hewins & Sarah his Wife was born Octr. 2d. 1726.
- Mary y^e Daughter of Robert Spur Jur. & Jemimah his Wife was Born Aug. 27th. 1726.
- John y^e Son of Benja. Wiat & Miriam his Wife was Born June 26th. 1726.
- Elijah y^e Son of Elhanan Lyon & Meredith his Wife was Born July 2d. 1726.
- Samuel y^e Son of Samuel Bird and Sarah his Wife was Born July 27th. 1726.
- Johannah y^e Daughter of Joseph & Abigail Trescot was Born July 4th. 1726.
- Elizabeth y^e Daughter of Ebenezer Clap Junr. & Abigail his Wife was Born Octr. 7th. 1726.
- Katherine y^e Daughter of Ephraim Payson Junr. & Judith his Wife was Born October y^e 7th. 1726.
- Mary y^e Daughter of Ebenezer Clap & Hannah his Wife was Born Novr. 18th. 1726.
- Mindwell y^e Daughter of Samuel Clap & Mindwell his Wife was Born Novr. 11th. 1726.
- Susannah y^e Daughter of John Blackman Jur. & Susannah his Wife was Born November y^e 19th. 1726.
- Joseph y^e Son of Joseph Cox & Elizabeth his Wife was Born Sepr. 2d. 1726.
- Rebecca y^e Daughter of John Brown & Mary his Wife was Born Decr. 7th. 1726.
- Dorcas y^e Daughter of Timothy How and Dorcas his Wife was Born Janr. 28th. 1726/7.
- Edward y^e Son of Joseph Bass & Elizabeth his Wife was Born Novr. 23d. 1726.
- Rebecca y^e Daughter of Moses Billing & Miriam his Wife was Born y^e 16th. Day of Febr. 1726/7.
- Samuel y^e Son of Samuel Paul & Abigail his Wife was born Feb. 23d. 1726/7.
- Samuel y^e Son of George Payson & Mary his Wife was Born Feb. 16th. 1726/7.
- John y^e Son of Enock Wiswell & Susannah his Wife was Born Feb. 9th. 1726/7.

Clement y^e Son of Samuel Topliff & Hannah his wife was Born Sepr. 9th. 1726.
 Samuel y^e Son of Samuel Bishop & Abigail his Wife was Born Febr. 4th. 1726/7.
 Elizabeth y^e Daughter of Ebenezer Maudsley Jur. & Elizabeth his Wife was Born Febr. 19th. 1726/7.
 Ann y^e Daughter of Thomas Cock & Hephzibath his Wife was Born Aug. 27th. 1726.
 Ezra y^e Son of James Swift & Silence his Wife was Born y^e. 23d. day of Octr. 1726.
 Josiah y^e Son of John Glover & Mary his Wife was Born Decr. 2d. 1726.

1727.

Thomas y^e Son of Ichabod Maxfield & Dorcas his Wife was Born Apr. 18th. 1727.
 Mary y^e Daughter of Samuel Jones & Sarah his Wife was Born June 5th. 1727.
 Mary y^e Daughter of James Foster Junr. & Priscilla his Wife was Born June 3d. 1727.
 Elijah y^e Son of Ebenezer Jones Jur. & Waitstill his Wife was Born June 29th. 1727.
 George y^e Son of Jonathan Kilton & Mary his Wife was Born July 28th. 1727.
 Ann y^e Daughter of Jonathan Payson & Ann his Wife was Born May 4th 1727.
 Josiah y^e Son of Josiah Blackman & Mary his Wife was Born July 11th. 1727.
 Esther y^e Daughter of John Capen Tertius & Ruth his Wife was Born Apr. 5th. 1727.
 Mary y^e Daughter of Thomas Bird & Mary his Wife was Born May 21st. 1727.
 William y^e Son of Comfort Foster & Abigail his Wife was Born Apr. 24th. 1727.
 Abigail y^e Daughter of Elisha Davenport & Rachel his Wife was Born Aug. 30th. 1727.
 Elizabeth y^e Daughter of John Capen & Elizabeth his Wife was Born Octr. 31st. 1727.
 Johannah y^e Daughter of John Day and Patience his Wife was Born July 1st 1727.
 John y^e Son of John Wales & Ruth his Wife was Born Novr 20th 1727.
 Samuel y^e Son of John Maxfield Junr. & Ruth his Wife was Born Octr. 21st. 1727.
 James y^e Son of Samuel Capen Tertius & Deborah his Wife was Born Decr. 14th. 1727.
 Abigail y^e Daughter of Capt. John Billing & Mary his Wife was Born Febr. 1st. 1727/8.
 Mary y^e Daughter of George Payson and Mary his Wife was Born Decr. 28th. 1727.
 Henry y^e Son of Matthias Evans & Silance his Wife was Born Febr. 10th. 1727/8
 Katharine y^e Daughter of William Withington & Elizabeth his Wife was born Febr. 20th. 1727/8
 Ralph y^e Son of Thomas Blackman & Mary his Wife was Born Febr. 4th. 1727/8.
 Elizabeth y^e Daughter of Thomas Glover & Elizabeth his Wife was Born Octr. 7th. 1727.
 Timothy y^e Son of Timothy Tilestone Junr. & Prudence his Wife was Born Febr. 24th. 1727/8.

Elizabeth y^e Daughter of William Ward & Elizabeth his Wife was Born Octr. 5th. 1727.

Benjamin y^e Son of Joseph Cock & Elizabeth his Wife was Born February 14th. 1727/8.

Samuel y^e Son of Jonathan Capen & Jane his Wife was Born March 27th. 1727

George y^e Son of James Bird Junr. & Hannah his Wife was Born Febr. 24th. 1727/8

Noah y^e Son of Ebenezer Wiswell & Ann his Wife was Born Novr. 25th. 1727.

1728.

Rebecca y^e Daughter of Benja. Davis & Mehetable his Wife was Born March 7th. 1727/8.

Hannah y^e Daughter of John Blackman Junr. & Susannah his Wife was Born Mar. 16th. 1727/8.

Elizabeth y^e Daughter of Joseph Trescott & Abigail his Wife was Born Mar. 12th. 1727/8.

Jane y^e Daughter of Edward Kilton & Mary his Wife was Born Apr. 2d. 1728.

Sarah y^e Daughter of John Evans & Abigail his Wife was Born Mar. 21st. 1727/8

Robert y^e Son of Thomas Trott Jur. and Martha his Wife was Born Mar. 23d. 1727/8.

Ebenezer y^e Son of Jerijah Wales & Sarah his Wife was Born May 14th. 1728.

Samuel y^e Son of Nathanael Topliff & Hannah his Wife was Born May 24th. 1728.

Abigail y^e Daughter of John Glover & Lydia his Wife was Born July 1st. 1728.

William y^e Son of Stephen Badlam & Elizabeth his Wife was Born July 30th. 1728.

John y^e Son of John Robinson Junr. & Susannah his Wife was Born July 28th. 1728.

Mary y^e Daughter of Joseph Bass & Elizabeth his Wife was Born Sepr. 10th. 1728.

Rebecca y^e Daughter of John Triscot Jur. & Sarah his Wife was Born Augst 25th. 1728.

Josiah y^e Son of Thomas Pimer & Martha his Wife was Born September 8th. 1728.

Susannah y^e Daughter of Richard Humphreys & Jerusha his Wife was Born Sepr. 18th. 1728.

David y^e Son of Timothy How & Dorcas his Wife was Born y^e 13th Day of Sepr. 1728.

Nathanael y^e Son of John Capen Tertius & Ruth his Wife was Born June 19th. 1728.

Nathanael y^e Son of Nathanael Holmes & Sarah his Wife was Born Octr. 1st. 1728.

Moses y^e Son of Moses Billing & Meriam his Wife was Born October 27th. 1728.

Christian y^e Daughter of Ebenezer Cock & Thankfull his Wife was Born Mar. 1st. 1727/8.

Abigail y^e Daughter of Joseph Daman & Mary his Wife was Born Octr. 9th. 1728.

Susannah y^e Daughter of Jonas Humfrey & Susannah his Wife was Born Octr. 12th. 1728.

Elisha y^e Son of John Glover & Mary his Wife was Born Janr. 9th. 1728/9.

Abigail y^e Daughter of Ebenezer Clap Junr. & Hannah his Wife was born Janr. 15th. 1728/9.

James y^e Son of Samuel Capen Tertius and Deborah his Wife was Born Decr. 25th 1728.
 John y^e Son of John Lewis & Margaret his Wife was Born Novr. 25th 1728.
 Samuel y^e Son of Samuel Clap & Mindwell his Wife was Born Decr. 18th. 1728.
 Nathan y^e Son of Nathan Bradley Junr. and Ammity his Wife was Born May 6th. 1728.
 Priscilla y^e Daughter of Thomas Bird & Mary his Wife was Born Janr. 21st. 1728/9.
 John y^e Son of Thomas Mitchel & Jane his Wife was born Janr. 21st. 1728/9.
 Esther y^e Daughter of John Wiswell & Sarah his Wife was Born Febr. 6th. 1728/9.
 John y^e Son of Daniel Preston & Mary his Wife was born Febr. 23d. 1728/9.
 Jonathan y^e Son of Jonathan Payson & Ann his Wife was Born November 29th. 1728.
 Unite y^e Son of John Brown & Mary his Wife was Born Janr. 22d. 1728/9
 Susannah y^e Daughter of Jonathan Capen & Jane his Wife was Born March 10th. 1728/9.
 Silance y^e Daughter of James Swift & Silance his Wife was Born October 21st. 1728.
 Thomas y^e Son of Ebenezer Mawdsley Jur. & Elizabeth his Wife was Born June 2d. 1728.
 Margaret y^e Daughter of Consider Leeds & Margaret his Wife was Born May 28th. 1728.
 Abigail Durant y^e Daughter of Samuel & Elizabeth Durant was born Octr. 7th. 1728.
 Ebenezer y^e Son of Ebenezer Woodward & Elizabeth his Wife was Born Octr. 22d. 1728.

1729.

Barnard y^e Son of John Capen & Elizabeth his Wife was Born March 13th. 1728/9.
 Samuel y^e Son of Jonathan Dyer & Hannah his Wife was Born Apr. 3d. 1729.
 John y^e Son of Benjamin Bird & Johannah his Wife was Born Apr. 22d. 1729.
 William y^e Son of Robert Spur Junr. & Jemima his Wife was Born Apr. 14th. 1729.
 Susannah y^e Daughter of Joseph Viles & Sarah his Wife was Born Mar. 20th. 1728/9.
 Anna y^e Daughter of James Foster Jur. & Priscilla his Wife was Born Aug. 4th. 1729.
 Patience y^e Daughter of John Day & Patience his Wife was Born July 11th. 1729.
 Sarah y^e Daughter of Elisha & Rachel Davenport was Born June 27th. 1729.
 Ebenezer y^e Son of Ebenezer & Katharine Withington was Born october 19th. 1729.
 William y^e Son of Joseph Bass and Elizabeth his Wife was Born Novr. 12th. 1729.
 Mary y^e Daughter of William Withington & Elizabeth his Wife was Born Decr. 1st. 1729.
 William y^e Son of Samuel Paul & Abigail his Wife was Born June 27th. 1729.
 Daniel y^e Son of Ebenezer Wiswell and Ann his Wife was Born Novr. 26th. 1729.

Mercy y^e Daughter of George Payson and Mary his Wife was Born
 Febr. 3d 1729/30
 Nathaniel y^e Son of Samuel Butt & Margaret his Wife was Born Febr.
 2d. 1729/30.
 Abigail y^e Daughter of Samuel Bishop & Abigail his Wife was Born
 Sepr. 25th. 1729.
 Susannah y^e Daughter of John Wales & Ruth his Wife was Born Mar.
 16th. 1729/30
 Christian y^e Daughter of Ebenezer & Thankfull Cox was Born March
 1st. 1729/30
 William y^e Son of Nathan Bradley Junr. Amity his Wife was Born Novr.
 26th 1729.
 Mary y^e Daughter of Preserved Capen & Susannah his Wife was Born
 July 16th. 1729.
 Mary y^e Daughter of Consider Leeds & Margaret his Wife was Born
 June 24th. 1729.
 Elizabeth y^e Daughter of John Maxfield Junr. & Ruth his Wife was born
 Janr. 5th. 1729/30.
 John y^e Son of Capt. John Billing & Mary his wife was Born August
 22d. 1729.
 Priscilla y^e Daughter of Ralph & Annah Morgain was born February
 1729.
 Matthew y^e Son of Aaron Bird & Mary his Wife was born June 20th.
 1729.

1730.

William y^e Son of Benjamin Davis and Mehetable his Wife was Born
 May 11th. 1730.
 William y^e Son of Enoch Wiswell & Susannah his Wife was Born Apr.
 12th. 1730.
 Ruth y^e Daughter of Benjamin Bird and Johannah his Wife was Born
 May 16th. 1730.
 Isaac y^e Son of Ebenezer Davenport Junr. and Submit his Wife was
 Born May 24th. 1730.
 Mary y^e Daughter of Samuel Humfrey & Mary his Wife was Born Apr.
 8th. 1730.
 Samuel Winthrop, y^e Son of Samuel Royal & Priscilla his Wife was Born
 June 4th. 1730.
 Elizabeth y^e Daughter of Ebenezer Mawdsley Jur. & Elizabeth his Wife
 was Born July 15th. 1730
 Rebecca y^e Daughter of Consider Leeds and Margaret his Wife was Born
 May 31st. 1730.
 Samuel y^e Son of John Blackman Jur. & Susannah his Wife was Born
 Apr. 24th. 1730.
 Sarah y^e Daughter of Jonathan Payson & Ann his Wife was Born June
 15th. 1730.
 Abigail How y^e Daughter of Timothy and Dorcas How was Born Sepr.
 9th. 1730.
 Samuel y^e Son of John Glover Junr. & Lydia his Wife was Born July
 28th, 1730.
 Elizabeth y^e Daughter of Thomas Wier & Elizabeth his Wife was Born
 July 24th. 1730.
 Christopher y^e Son of John Capen Tertius and Ruth his Wife was Born
 Apr. 20th. 1730.
 Samuel y^e Son of John Trescott Junr. & Sarah his Wife was Born Sepr.
 13th. 1730.
 Mary y^e Daughter of Jonathan Dier & Hannah his Wife was Born Sepr.
 23d. 1730.
 Ebenezer y^e Son of Edward Kilton & Mary his Wife was Born Octr. 23d.
 1730.

Elizabeth y^e Daughter of John Maxfield Junr. & Ruth his Wife was Born Janr. 5th. 1729/30.
 John Minot y^e Son of George Minott & Abigail his Wife was Born Novr. 9th. 1730
 Ruth y^e Daughter of Josiah Blackman & Mary his Wife was Born June 16th. 1730.
 Ralph y^e Son of Thomas Blackman & Mary his Wife was Born December y^e 6th. 1730.
 Abijah y^e Son of Isaac Humfrey Junr. and Zipporah his Wife was Born Decer. 9th. 1730.
 Abigail y^e Daughter of Joseph Weeks Junr. & Abigail his wife was Born Aug. 29th. 1730.
 Sarah y^e Daughter of Joseph Viles & Sarah his Wife was Born Decr. 27th. 1730.
 Abigail Preston y^e Daughter of Daniel Preston & Mary his Wife was Born Janr. 23d. 1730/31.
 Elizabeth y^e Daughter of Stephen Badlam & Elizabeth his Wife was Born Febr. 1st. 1730/31.
 William y^e Son of Joseph Bass & Elizabeth his Wife was Born January 8th. 1730/31.
 Sarah y^e Daughter of Jonas & Susannah Humfrey was Born Febr. 4th. 1730/31
 John y^e Son of John & Elizabeth Daman was Born Janr. 27th. 1730/31.
 Hopestill y^e Son of John & Elizabeth Capen was Born March 4th. 1730/31.
 Elizabeth y^e Daughter of Samuel Durant & Elizabeth his Wife was Born Decr. 20th. 1730.
 Elizabeth y^e Daughter of Samuel Capen Tertius & Deborah his Wife was Born December 11th. 1730.
 Jonathan y^e Son of Jonathan Kilton & Mary his Wife was Born May 27th. 1730.
 Ann y^e Daughter of Thomas Glover & Elizabeth his Wife was Born Febr. 15th. 1730/31
 Mary y^e Daughter of Thomas Pimer & Martha his Wife was Born Febr. 15th. 1730/31
 Elijah y^e Son of James Swift and Silence his Wife was Born March 9th. 1730/31.
 Daniel y^e Son of Ebenezer & Elizabeth Woodward, was Born December 13th. 1730.
 William y^e Son of John & Hannah Humfrey was Born March 5th. 1729/30.

1731.

Ann y^e Daughter of Ebenezer Clap Junr. & Hannah his Wife was Born Mar. 16th. 1730/31.
 Mary y^e Daughter of John Robinson Jur. & Susannah his Wife was Born March 12th. 1730/31.
 Abigail y^e Daughter of John Maudsley and Hannah his Wife was Born April 16th. 1731.
 Meriam y^e Daughter of Joseph Trescott & Abigail his Wife was Born Apr. 21st. 1731.
 John y^e Son of George Bigmore & Elizabeth his Wife was Born March 25th. 1731.
 Margaret y^e Daughter of John Lewis & Margaret his Wife was Born Apr. 5th. 1731.
 Philip y^e Son of Nathanael Holmes & Sarah his Wife was Born Apr. 22d. 1731.
 Edward y^e Son of Jonathan Capen & Jane his Wife was Born April 25th. 1731.
 Lois y^e daughter of John & Sarah Wiswell was Born March 25th. 1731.

- Priscilla y^e Daughter of John & Mary Barber was Born May 30th. 1731.
- Anna y^e Daughter of Humfrey Atherton Junr. & Anna his Wife was Born June 30th. 1731.
- Jacob y^e Son of Jacob Humfrey & Thankfull his Wife was Born August 23d. 1731.
- Edmund y^e Son of Capt. John Billing & Mary his Wife was Born y^e 30th. of May 1731.
- Dorcas y^e Daughter of John Brown & Mary his Wife was Born Octr. 11th. 1731.
- Sarah y^e Daughter of Preserved Williams & Mary his Wife was Born Aug. 22d. 1731.
- Joseph y^e Son of Capt. Robert Spur Junr. & Jemima his Wife was Born Novr. 19th. 1731.
- Elizabeth y^e Daughter of Thomas Randal & Katharine his Wife was Born Novr. 14th. 1731.
- Job the Son of Ebenezer Wiswell & Ann his Wife was Born Sepr. 10th. 1731.
- Philip y^e Son of Ebenezer Withington & Katharine his Wife was born Decr. 3d. 1731.
- Jonathan y^e Son of Jonathan Dier & Hannah his Wife was Born Janr. 3d. 1731/32.
- James y^e Son of Hopestill Withington & Mary his wife was Born Janr. 3d. 1731/2.
- Ezekiel Tilestone y^e Son of Timothy Tilestone Junr. & Prudence his Wife was Born Apr. 6th. 1731.
- Susannah the Daughter of Benjamin Clap & Hannah his Wife, was Born Janr. 30th. 1731/2.
- Jonathan y^e Son of Ebenezer Davenport Junr. & Submit his Wife was Born Janr. 4th. 1731/2.
- Eliakim y^e Son of John Blackman Junr. and Susannah his Wife was Born Janr. 22d. 1731/32.
- Samuel y^e Son of George Payson & Mary his Wife was Born Janr. 29th 1731/2.
- Meriam y^e Daughter of Moses Billing and Meriam his Wife was Born Febr. 1st. 1731/2.
- Mary y^e Daughter of Stephen Fowler & Elizabeth his Wife was Born Febr. 4th. 1731/2.
- William y^e Son of Thomas Glover & Elizabeth his Wife was Born Aug. 1st. 1731.
- Joseph y^e Son of Joseph Weeks Junr. & Abigail his Wife was Born Febr. 1st. 1731/2.
- Elizabeth y^e Daughter of William Weeks & Mary his Wife was Born November 9th. 1731.
- Susannah y^e Daughter of Enoch Wiswell & Susannah his Wife was Born Janr. 17th. 1731/2.
- Richard y^e Son of Samuel Butt & Margaret his Wife was Born Janr. 4th. 1731.
- Elizabeth y^e Daughter of John Blake & Abigail his Wife was Born Febr. 12th. 1731/2.
- John y^e Son of Simeon Merrifield & Silence his Wife was Born February 15th. 1731/2.
- Thomas y^e Son of Consider Leeds & Margaret his Wife was Born March 16th. 1731/2.
- Nathanael y^e Son of John Glover & Mary his Wife was Born Decr. 12th. 1731.
- Margaret y^e Daughter of Nathanael Spear & Thankfull his Wife was Born March 10th. 1731/2
- Rhoda y^e Daughter of William Cox & Thankfull his Wife was Born Febr. 26th. 1731/2.

Esther y^e Daughter of Jonathan Davis Junr. & Sarah his Wife was Born Novr. 7th. 1731.

Samuel Bradley Son of Samuel & Mary Bradley, was Born Aug. 15th. 1731.

Susannah y^e Daughter of Ralph Morgan & Annah his Wife was born Aug. 26th. 1731.

Elizabeth y^e Daughter of Samuel Bishop & Abigail his Wife was Born Febr. 5th. 1731.

1732.

Susannah y^e Daughter of Benjamin Bird & Johannah his Wife was Born Mar. 20th. 1731/2.

James y^e Son of James Foster Junr. and Priscilla his Wife was Born March 31st. 1732.

Josiah y^e Son of Josiah Meroth & Thankfull his Wife was Born April 3d. 1732.

Ebenezer y^e Son of Ebenezer Clap Junr. and Hannah his Wife was Born Apr. 23d. 1732.

Ephraim y^e Son of Jonathan Payson & Ann his Wife was Born March 11th. 1731/2.

Abijah y^e Son of Samuel Capen Tertius & Deborah his Wife was Born May 11th. 1732.

Rebecca y^e Daughter of John Capen Tertius & Ruth his Wife was Born June 12th. 1732.

Jonathan y^e Son of James Bird & Hannah his Wife was Born June 5th. 1732.

John y^e Son of Nathanael Langly & Ann his Wife was Born July 25th. 1732.

Submit y^e Daughter of Josiah Blackman & Mary his Wife was Born July 13th. 1732.

Josiah y^e Son of Josiah Blake & Relief his Wife was Born Sepr. 11th. 1732.

Experience y^e Daughter of John Glover & Lydia his Wife was Born Octr. 18th. 1732.

Dorcas y^e Daughter of Elisha Davenport & Rachel his Wife was Born August 3d. 1732.

Elizabeth y^e Daughter of y^e Revd. Mr. Jonathan Bowman & Elizabeth his Wife was Born October 23d. 1732.

Eunice y^e Daughter of Hezekiah Barber & Eunice his Wife was Born Octr. 8th. 1732.

Tabitha y^e Daughter of Timothy How and Dorcas his wife was Born Decr. 12th. 1732.

Hannah y^e Daughter of Thomas Blackman & Mary his Wife was Born Decr. 28th. 1732.

Supply y^e Son of Benjamin Clap & Hannah his Wife was Born Janr. 3d. 1732/3.

John y^e Son of John Capen & Elizabeth his Wife was Born Janr. 12th. 1732.

James y^e Son of John Robinson Junr. & Susannah his wife was Born Janr. 30th. 1732.

Esther y^e Daughter of Ebenezer Wiswell & Ann his Wife was Born Decr. 28th. 1732.

Elizabeth y^e Daughter of Robert Searls Junr. & Sarah his Wife was Born Decr. 17th. 1732.

Samuel y^e Son of John Dammon & Elizabeth his Wife was Born June 26th. 1732.

Samuel y^e Son of Thomas Bird & Mary his Wife was Born January 7th. 1732.

Ebenezer y^e Son of John Trescott Junr. and Sarah his Wife was Born Decr. 21st. 1732.

Solomon y^e Son of David Hall & Elizabeth his Wife was Born July 30th. 1732.
 Thomas y^e Son of Consider Leeds & Margaret his Wife was Born March 16th. 1731/2.
 Ezra y^e Son of John Glover & Mary his Wife was Born January 23d. 1732/3.
 Abner y^e Son of Samuel Clap & Mindwell his Wife was Born Decr. 23d. 1732.
 Elizabeth y^e Daughter of Robert Searls Junr. & Sarah his Wife was born Decr. 17th. 1732.
 George y^e Son of Nathan Bradley Junr. & Amity his Wife was Born Octr. 16th. 1732.
 Abigail y^e Daughter of Jonathan Kilton and Mary his Wife was born Janr. 10th. 1732/3.
 Ann y^e Daughter of John Maxfield Junr. and Ruth his Wife was Born Janr. 29th. 1732/3.
 Samuel y^e Son of Preserved Williams and Mary his Wife was Born March 13th. 1732/3.
 Susannah y^e Daughter of Joseph & Elizabeth Bass was Born Febr. 11th. 1732/3.
 Aaron y^e Son of Aaron Bird & Mary his Wife was Born Janr. 17th. 1732.
 Elijah y^e Son of Elijah Pope & Jemima his Wife was Born Apr. 22d. 1732.
 Thomas y^e Son of Henry & Priscilla Leadbetter was Born Septr. 14th. 1732.
 Elizabeth y^e Daughter of Ebenezer & Elizabeth Woodward was Born Octr. 11th. 1732.
 Joseph Moseley the Son of Ebenezer Moseley Junr & Elizabeth his Wife was Born Septr. 21st. 1732.
 Susannah y^e Daughter of Joseph & Elizabeth Bass was Born Febr. 11th. 1732/3.

1733.

William y^e Son of Samuel Royal & Priscilla his Wife was Born March 8th. 1732/3.
 Mary y^e Daughter of John Lewis & Margaret his Wife was Born March 24th. 1732/3.
 Elizabeth y^e Daughter of Thomas & Martha Pimer was Born Apr. 12th. 1733.
 Sarah y^e Daughter of Nathanael Holmes & Sarah his Wife was Born March 16th. 1732/3.
 Jonathan y^e Son of Richard Hall & Mary his Wife was Born April 30th. 1733.
 Thomas y^e Son of Hopestill Withington & Mary his Wife was Born June 3d. 1733.
 Joseph y^e Son of Benjamin Bird and Johannah his Wife was Born June 9th. 1733.
 Elihu y^e Son of Edward Kilton & Mary his Wife was Born June 9th. 1733.
 Samuel y^e Son of Major John Billing & Mary his Wife was Born Aug. 26th. 1733.
 Stephen y^e Son of John Wales & Ruth his Wife was Born September 19th. 1733.
 Oliver y^e Son of Moses Billing & Meriam his Wife was Born October 3d. 1733.
 Lydia y^e Daughter of Samuel Bradley & Mary his Wife was Born Novr. 3d. 1733.
 John y^e Son of John White & Hannah his Wife was Born October 20th. 1733.

Sarah y^e Daughter of John Wiswell Junr. & Mary his Wife was Born Decr. 17th. 1733.
 Elizabeth y^e Daughter Humphrey Atherton Junr. & Annah his wife was Born Decr. 14th. 1733.
 Samuel y^e Son of Samuel & Abigail Pierce was Born Janr. 30th. 1733/4.
 Elizabeth y^e Daughter of Jonathan Davis Junr. & Sarah his Wife was Born Decr. 16. 1733.
 Sarah y^e Daughter of Josiah Meroth & Thankfull his Wife was Born Janr. 31st. 1733/4.
 Elizabeth y^e Daughter of Timothy Tilestone Junr. & Prudence his Wife was Born Sepr. 6th. 1733.
 Joseph y^e Son of Joseph Trescott & Abigail his Wife was Born Sepr. 26th. 1733.
 Lemuel y^e Son of William Weeks & Mary his Wife was Born Octr. 25th. 1733.
 Daniel y^e Son of Ebenezer Clap Junr. & Hannah his Wife was Born Febr. 19th. 1733/4.
 Anne y^e Daughter of Nathanael Langly & Anne his Wife was Born Febr. 20th. 1733/4.
 John y^e Son of John & Sarah Wiswell was Born December 18th. 1733.
 Thankfull y^e Daughter of Jacob Humfrey and Thankfull his Wife was Born March 11th. 1733/4.
 Hopestill y^e Son of Jonas Humfrey & Susannah his Wife was Born Mar. 20th. 1733/4.
 Samuel y^e Son of Samuel Paul & Abigail his Wife was Born May 14th. 1733.
 Dorcas y^e Daughter of Ebenczer Cox and Thankfull his Wife was Born Aug. 19th. 1733.
 Samuel y^e Son of Daniel & Mary Preston was born Octr. 23d. 1733.
 Mary y^e Daughter of Joseph Viles & Sarah his Wife was Born March 8th. 1732/3.
 Elizabeth y^e Daughter of Samuel & Margaret Butt, was Born Febr. 21st, 1733/4.
 John y^e Son of John Bradley Junr & Hannah his Wife was Born Janr. 12th. 1733/4.
 Cloe y^e Daughter of Elijah Pope & Jemima his Wife was born March 12th. 1733/4.
 John y^e Son of Comfort Foster & Abiel his Wife, was Born Decr. 26th. 1733.
 Joal y^e Son of James Swift & Silence his Wife was Born March 29th. 1733.
 Jerusha y^e Daughter of George & Abigail Minot was Born Janr. 9th. 1733/4.
 Thomas Oliver the Son of Robert Oliver Esqr. and Ann his Wife was Born Janr. 5th. 1733/4 at y^e Island of Antigua.

1734.

Sarah y^e Daughter of Jonas Tolman & Susannah his Wife was Born Apr. 9th. 1734.
 Mary y^e Daughter of Joshua Severs Junr. & Abigail his Wife was Born Apr. 19th. 1734.
 Jonathan y^e Son of Richard & Mary Hall was Born May 9th. 1734.
 Hannah y^e Daughter of Ebenezer Davenport Junr. & Submit his Wife was Born Mar. 15th. 1733/4.
 John y^e Son of John Capen Junr. & Ruth his Wife was Born May 9th. 1734.
 Zebiah y^e Daughter of John Blackman Junr. & Susannah his Wife was Born April 19th. 1734.

- Henry y^e Son of Jonathan Payson and Ann his Wife was Born March 29th. 1734.
- Elizabeth y^e Daughter of Samuel Humfrey & Mary his Wife was Born May 26th. 1734.
- David y^e Son of Jonathan Dier & Hannah his Wife was Born Aug. 2d. 1734.
- Lucy y^e Daughter of y^e Revd. Mr. Jonathan Bowman & Elizabeth his Wife was Born Sepr. 18th. 1734.
- Bebe y^e Daughter of Thomas Bird & Mary his Wife was Born Novr. 8th. 1734.
- Stephen y^e Son of Stephen Fowler & Elizabeth his Wife was Born Octr. 25th. 1734.
- George y^e Son of George & Mary Payson was Born Octr. 11th. 1734.
- Hannah y^e Daughter of Oliver Wiswell Junr. & Mary his Wife was Born Octr. 8th. 1734.
- Samuel y^e Son of Ebenezer & Ann Wiswell was born Octr. 3d. 1734.
- Grace y^e Daughter of Joseph Viles & Sarah his Wife was Born Decr. 14th. 1734.
- James y^e Son of Thomas & Elizabeth Glover was Born June 5th. 1734.
- Enoch y^e Son of John Glover & Mary his Wife was Born May 14th. 1734.
- Elijah y^e Son of Hopestill Withington and Mary his Wife was Born Janr. 12th. 1734.
- Elizabeth y^e Daughter of Ebenezer Bird & Priscilla his Wife was Born Sepr. 23d. 1734.
- Jonathan y^e Son of Benja. & Johannah Bird, was Born Janr. 1st. 1734/5.
- Thomas y^e Son of John Lewis & Abigail his Wife was Born Decr. 4th. 1734.
- Benjamin y^e Son of Joseph & Elizabeth Bass was born Novemr. 22d. 1734.
- Hannah y^e Daughter of John White & Hannah his Wife was Born Febr. 1st. 1734/5.
- Thomas y^e Son of Naphtali & Mary Pierce was Born Febr. 24th. 1734/5.
- Jesse y^e Son of William Cox & Thankfull his Wife was Born Novr. 2d. 1734.
- Ebenezer y^e Son of Elisha Davenport & Rachel his Wife was Born Febr. 28th. 1734/5.
- Sarah y^e Daughter of Edward Belcher & Annah his Wife was Born Decr. 6th. 1734.
- John y^e Son of John Blake & Abigail his Wife was Born June 12th. 1734.
- Cloe y^e Daughter of Elijah Pope & Jemima his Wife was Born March 12th. 1733/4.
- John y^e Son of John Bradley Junr. & Hannah his Wife was Born Febr. 9th. 1734/5.
- John y^e Son of Ebenezer Woodward & Elizabeth his Wife was Born Octor. 27th. 1734.
- Rebecca y^e Daughter of Robert Searls Junr. & Sarah his Wife was Born May 26th. 1734.
- Mary y^e Daughter of Pelatiah Hall & Sarah his Wife was Born Octr. 29th. 1734.
- Susannah y^e Daughter of Samuel Bishop and Abigail his Wife was Born July 14th. 1734.
- John y^e Son of John & Sarah Champney was born August 15th. 1734.
- John y^e Son of Preserved Williams & Mary his Wife was Born March 4th. 1734/5.

1735.

- Nathanael y^e Son of Alexander Glover & Sarah his Wife was Born Mar. 28th. 1735.
- Lemuel y^e Son of Ebenezer Clap Junr. and Hannah his Wife was Born April 9th. 1735.
- Ebenezer y^e Son of John Robinson Junr. & Susannah his Wife was Born March 25th. 1735.
- Edward y^e Son of Samuel Pierce & Abigail his Wife was Born May 5th. 1735.
- Priscilla y^e Daughter of John Beighton & Priscilla his Wife was Born June 11th. 1735.
- Patience y^e Daughter of Acquilla Tolman and Waitstill his Wife was Born July 24th. 1735.
- Samuel y^e Son of Samuel Leeds Junr. and Thankfull his Wife was Born June 9th. 1735.
- Ezekiel y^e son of Consider Leeds & Margaret his Wife was Born May 30th. 1735.
- Lydia y^e Daughter of Moses & Lydia Mackintosh was born July 17th. 1735.
- Margaret y^e Daughter of John Blackman Jur. & Susannah his Wife was Born Sepr. 1st. 1735.
- Susannah y^e Daughter of Jonas & Susannah Humfrey was Born October 9th. 1735.
- Humphrey y^e Son of Humphrey Atherton Junr. and Anna his Wife was Born Sepr. 24th. 1735.
- Sarah y^e Daughter of John Barber & Mary his Wife was Born Sepr. 7th. 1735.
- Thomas y^e Son of Thomas How & Sarah his Wife was Born August 24th. 1735.
- Elijah y^e Son of Jonathan Kilton & Mary his Wife was Born August 16th. 1735.
- John y^e Son of Elijah Pope & Jemima his Wife was Born Decr. 19th. 1735.
- Jonathan y^e Son of y^e Revd. Mr. Jonathan Bowman & Elizabeth his Wife was Born December 8th. 1735.
- Paul y^e Son of David Hall & Elizabeth his Wife was Born Decr. 18th. 1735.
- James y^e Son of James Bishop and Sarah his Wife was Born Decr. 28th: 1735.
- Henry y^e Son of Henry & Priscilla Leadbetter was Born June 13th. 1735.
- Frances y^e Son of Frances Price Junr. & Mercy his Wife was Born Decr. 20th. 1735.
- James y^e Son of Nathan Bradley Junr. & Amity his Wife was Born July 1st. 1735.
- Mary y^e Daughter of Richard Hall & Mary his Wife was Born Decr. 2d. 1735.
- Sarah y^e Daughter of Enoch Wiswell & Susannah his Wife was Born Febr. 24th. 1735.
- Jonathan y^e Son of Joseph Trescott and Abigail his Wife was Born Janr. 16th. 1735.
- Sarah Trescott Daughter of John Trescott Junr. & Sarah his Wife was Born Febr. 2d. 1735.
- Ruth y^e Daughter of John Bradley Junr. and Hannah his Wife was Born Febr. 4th. 1735.
- Molly y^e Daughter of Capt. Daniel Preston and Mary his Wife was born Octr. 24th. 1735.
- Adam y^e Son of Josiah & Mary Blackman, was Born Aug. 14th. 1735.

Elizabeth y^e Daughter of Jonathan Davis & Sarah his Wife was Born March 8th. 1735.
 Ruth y^e Daughter of John Maxfield Junr. & Ruth his Wife was Born Oct. 21st. 1735.
 Lemuel y^e Son of William Robinson & Ann his Wife was Born March 4th. 1735/6.
 Joshua y^e Son of John Champney & Sarah his Wife was Born Febr. 23d. 1735/6.
 Samuel y^e Son of Benjamin Clap & Hannah his Wife was Born May 21st. 1735.
 Sherebiah y^e Son of James Swift and Silence his Wife was Born July 2d. 1735
 Israel y^e Son of John Wiswell Junr. & Mary his Wife was Born Decr. 17th. 1735.
 James y^e Son of James & Thankfull Kinney, was Born April 8th. 1735.

1736.

Rachel y^e Daughter of Samuel Humfrey & Mary his Wife was Born April 5th. 1736.
 Comfort y^e Son of Joshua Severs Junr. and Abigail his Wife was Born May 18th. 1736.
 Ann y^e Daughter of Nathanael Holmes & Sarah his Wife was Born April 21st. 1736.
 William y^e son of William & Judith Frain was Born March 19th. 1735/6.
 Matthew y^e Son of Thomas & Martha Pimer was Born May 21st. 1736.
 Hannah y^e Daughter of John Tolman Jur. & Hannah his Wife was Born May 11th. 1736.
 William y^e Son of William Withington & Deborah his Wife was born July 16th. 1736.
 James y^e Son of Edward & Mary Kilton was born July 18th. 1736.
 Ebenezer y^e Son of Ebenezer Bird & Priscilla his Wife was Born Aug. 9th. 1736.
 Ebenezer y^e Son of Daniel Tolman Junr. & Mary his Wife was Born July 10th. 1736.
 Susannah y^e Daughter of Jonas Tolman and Susannah his Wife was Born July 13th. 1736.
 Mary y^e Daughter of Jonathan Dyer & Hannah his Wife was Born May 26h. 1736.
 Jane y^e Daughter of Josiah & Thankfull Meroth was born May 27th. 1736.
 Mary y^e Daughter of Oliver Wiswell Junr. & Mary his Wife was Born Sepr. 10th. 1736.
 Ann y^e Daughter of Nathanael Langley and Ann his Wife was Born Aug. 20th. 1736.
 Hannah y^e Daughter of Ebenezer Clap Junr & Hannah his Wife was Born Sepr. 8th. 1736.
 David y^e Son of John Lewis & Abigail his Wife was Born August 31st. 1736.
 Samuel y^e Son of John Blake & Abigail his Wife was Born Octr. 15th. 1736.
 Thomas y^e Son of Thomas Clap & Elizabeth his Wife was Born August 14th. 1736.
 Sarah y^e Daughter of John White and Hannah his Wife was Born Octr. 7th. 1736.
 Hannah y^e Daughter of Thomas Bird & Mary his Wife was Born Novr. 12th. 1736.
 Elisha y^e Son of Elizabeth Sever was Born Sepr. 8th. 1736.
 Nathanael y^e Son of Timothy Tilestone Junr. & Prudence his Wife was Born Novr. 29th. 1736.

Sarah y^e Daughter of John Wiswell & Sarah his Wife was Born December 27th. 1736.

Robert y^e Son of Naphtali Pierce & Mary his Wife was Born February 20th. 1736.

Samuel y^e Son of Samuel Butt and Margaret his Wife was Born May 5th. 1736.

George y^e Son of John & Elizabeth Daman was Born July 27th 1736.

Sarah y^e Daughter of Alexander Glover & Sarah his Wife was Born Mar. 4th. 1736/7.

Ann y^e Daughter of Ebenezer & Elizabeth Capen, was Born Febr. 24th. 1736/7.

Ebenezer Glover y^e Son of Thomas & Elizabeth Glover was Born Jun. 27th. 1736.

Jbrook y^e Son of Ebenezer Woodward & Elizabeth his Wife was Born Octr. 14th. 1736.

Thankfull y^e Daughter of Elisha Davenport & Rachel his Wife was Born Janr. 26th. 1736.

Mary y^e Daughter of John & Mary Glover was Born April 21st. 1736.

Mary y^e Daughter of y^e Revd. Mr. Jonathan Bowman & Elizabeth his Wife was Born January 14th. 1736/7.

Elijah y^e Son of Robert Searls Junr. & Sarah his Wife was Born March 28th. 1736.

Katharine y^e Daughter of Thomas Richards & Mary his Wife was born May 21st. 1736.

Ebenezer y^e Son of Pelatiah Hall & Sarah his Wife was Born Octr. 14th. 1736.

Joseph y^e Son of Jonathan Payson & Ann his Wife was Born Janr. 2d. 1736.

Sarah y^e Daughter of Edward Breck & Sarah his Wife was Born June 27th. 1736.

John y^e Son of Benjamin Clap & Hannah his Wife was Born August 1st. 1736.

Joseph y^e Son of Preserved Williams & Mary his Wife was Born Decr. 8th. 1736.

Abigail y^e Daughter of George & Abigail Minot was Born Janr. 8th. 1736/7.

1737.

Elizabeth y^e Daughter of John & Priscilla Beighton was Born March 29th. 1737.

Lois y^e Daughter of Isaac Boynton & Elizabeth his Wife was Born July 16th. 1737.

Esther y^e Daughter of Joseph Weeks Jur. & Abigail his Wife was Born July 10th. 1737.

Jonathan the Son of Jonathan Clap & Jane his Wife, was Born Sepr. 4th. 1737.

Daniel y^e Son of Samuel Bradley and Mary his Wife was born March 25th. 1737.

Samuel & Abigail Son & Daughter of Samuel Pierce & Abigail his Wife were Born September 5th. 1737.

Tabitha y^e Daughter of Ebenezer Davenport Junr. & Submit his Wife, was Born August 9th. 1737.

Jacob y^e Son of John Glover & Mary his Wife was Born July 29th. 1737.

Sarah y^e Daughter of James Bishop & Sarah his Wife was Born Octr. 30th. 1737.

Lois y^e Daughter of Hezekiah Barber and Eunice his Wife was Born Aug. 29th. 1737.

Sarah y^e Daughter of Richard & Mary Hall, was born April 9th. 1737.

Joseph y^e Son of Joseph Viles & Sarah his Wife was Born November 6th. 1737.

Sarah y^e Daughter of Hopestill Withington & Mary his Wife was Born
 Decr. 28th. 1737.
 Samuel y^e Son of Samuel How & Elizabeth his Wife was Born Janr.
 15th. 1737.
 John y^e Son of Ebenezer Cox & Thankfull his Wife was Born July 29th.
 1737.
 Molly y^e Daughter of Samuel Leeds Junr. and Thankfull his Wife was
 Born Novr. 24th. 1737.
 Stephen y^e Son of Stephen Haws & Sarah his Wife was Born Novr. 3d.
 1737.
 Lemuel y^e Son of John Blackman Junr. & Susannah his Wife was Born
 Janr. 22d. 1737.
 Waitstill y^e Daughter of Aquila Tolman & Waitstill his Wife was Born
 Febr. 5th. 1737.
 Philip y^e Son of William Withington & Deborah his Wife was Born
 Febr. 24th. 1737.
 Ruth y^e Daughter of Jacob Humfrey and Thankfull his Wife was Born
 March 2d. 1737.
 Ebenezer y^e Son of Josiah Blake & Relief his Wife was Born Janr.
 21st. 1737.
 Ruth y^e Daughter of John Robinson Junr. & Susannah his Wife was
 Born Decr. 19th. 1737.
 Jonathan y^e Son of John & Sarah Champney was Born Febr. 6th 1737/8.
 John Kinnee y^e Son of James Kinnee & Thankfull his Wife was Born
 Aug. 8th. 1737.
 Thankfull y^e Daughter of Thomas How and Sarah his Wife was Born
 August 1st. 1737.
 John y^e Son of Ebenezer & Thankfull Cox was Born July 29th. 1737.
 Lemuel y^e Son of Elijah & Jemima Pope was Born Sepr. 15th. 1737.
 James y^e Son of Thomas Clap & Elizabeth his Wife was Born Novem-
 ber 17th. 1737.
 Susannah y^e Daughter of Elijah Tolman and Hannah his Wife was Born
 August 2d. 1737.
 Hannah y^e Daughter of Elijah & Jemima Pope was Born May 14th. 1737.
 Sarah Blake the Daughter of Ebenezer & Relief Blake was Born March
 29th. 1737.

1738.

Sarah y^e Daughter of Hopestill Leeds & Sarah his Wife was Born Mar.
 10th. 1737/8
 Samuel y^e Son of William Robinson & Ann his Wife was Born Apr.
 12th. 1738.
 John y^e Son of John Tolman Junr. & Hannah his Wife was Born Apr.
 13th. 1738.
 Mary y^e Daughter of Humphrey Atherton Junr. & Anna his Wife was
 Born Apr. 14th. 1738.
 John y^e Son of Robert Searls Junr. & Sarah his Wife was Born May
 17th. 1738.
 John y^e Son of Consider Leeds & Margaret his Wife was Born April
 10th. 1738.
 Esther y^e Daughter of Samuel Bishop and Abigail his Wife was Born
 April 11th. 1738.
 Ebenezer y^e Son of Samuel Paul & Abigail his Wife was Born June
 16th. 1738.
 Sarah y^e Daughter of Stephen Badlam & Elizabeth his Wife was Born
 June 16th. 1738.
 Francis y^e Son of Francis Price & Mercy his Wife was Born May 28th.
 1738.
 Elizabeth y^e Daughter of Daniel & Mary Tolman was Born June 19th.
 1738.

- Eli y^e Son of Daniel Preston & Mary his Wife was Born August 6th. 1738.
- John y^e Son of Ebenezer Clap Junr. & Hannah his Wife was Born July 17th. 1738.
- Nathanael y^e Son of Nathanael Langley & Ann his Wife was Born August 4th. 1738.
- Elizabeth y^e Daughter of Thomas Glover and Elizabeth his Wife was Born Sepr. 6th. 1738.
- Mary y^e Daughter of John Wales & Ruth his Wife was Born Sepr. 9th. 1738.
- Lydia y^e Daughter of William and Keziah Smith was Born Sepr. 12th. 1738.
- Joseph y^e Son of Thomas & Mary Foster was Born July 27th. 1738.
- Hannah y^e Daughter of Edward Kilton & Mary his Wife was Born Sepr. 18th. 1738.
- Edward y^e Son of Edward Breck and Sarah his Wife was Born June 2d. 1738.
- Rachel y^e Daughter of Elisha & Rachel Davenport was Born Novr. 8th. 1738.
- Ezekiel y^e Son of Thomas & Mary Bird was Born Janr. 13th. 1738/9.
- Elizabeth y^e Daughter of Richard Hall & Mary his Wife was Born Sepr. 9th. 1738.
- Elizabeth y^e Daughter of Benjamin Tilson & Silence his Wife was Born Decr. 1st. 1738.
- Mary y^e Daughter of Samuel Clap & Mindwell his Wife was Born Janr. 23d. 1738.
- Elijah y^e Son of Ebenezer Wiswell & Ann his Wife was Born Decr. 22d. 1738.
- Eleazer & Ruth Son & Daughter of Josiah Blackman & Mary his Wife were Born January 4th. 1738.
- Patience y^e Daughter of Alexander Glover & Sarah his Wife, was Born Janr. 25th. 1738.
- Samuel y^e Son of Jonathan Davis & Sarah his Wife was Born June 8th. 1738.
- Nathanael y^e Son of Ebenezer Capen & Elizabeth his Wife was Born Janury. 11th. 1738/9.
- Mercy y^e Daughter of Joshua Severs Junr. and Abigail his Wife was Born Octr. 11th. 1738.
- Sarah y^e Daughter of John Andrews Junr. & Elizabeth his Wife was Born Febr. 25th. 1738.
- David y^e Son of Jonas Humfrey & Susannah his Wife was Born March 6th. 1738/9.
- Joseph y^e Son of John Lewis & Abigail his Wife was Born August 19th. 1738.
- Priscilla y^e Daughter of Ebenezer Bird & Priscilla his Wife was Born Octr. 13th. 1738.
- Joseph y^e Son of Naphtali Pierce & Mary his Wife was Born Febr. 28th. 1738/9.
- Martha y^e Daughter of Preserved Baker & Martha his Wife was Born Mar. 12th. 1738/9.
- Joseph y^e Son of Ebenezer Woodward & Elizabeth his Wife was Born August 5th. 1738.
- Abigail y^e Daughter of James Swift & Silence his Wife was Born Octr. 29th. 1738.
- John y^e Son of Joseph & Elizabeth Bass was Born Sepr. 29th. 1738.
- Jerusha y^e Daughter of John Wiswell Junr. & Mary his Wife was Born Novr. 6th. 1738.
- Ebenezer y^e Son of Preserved Williams & Mary his Wife was Born Janr. 4th. 1738.

Waitstill Trescott y^e Daughter of John Trescott Junr. & Sarah his Wife was Born April 11th. 1738.

Increase & Sarah Son & Daughter of Henry & Priscilla Leadbetter were Born March 19th. 1738/9.

Mary y^e Daughter of Samuel & Mary Bradley was Born Sepr. 25th. 1738.

Martha y^e Daughter of James Grayham, & Mary his Wife was born March 8. 1738/9.

Isaac Oliver the Son of Robert Oliver Esqr. and Ann his Wife was Born Sepr. 20th. 1738.

Waitstill y^e Daughter of John & Sarah Trescott was born Apr. 11th. 1738.

1739.

Samuel y^e Son of Samuel Pierce & Abigail his Wife was Born Mar. 25th. 1739.

Sarah y^e Daughter of John & Mary Barber was Born March 25th. 1739.

Daniel y^e Son of Hopestill Leeds & Sarah his Wife was Born May 28th. 1739.

Rebecca y^e Daughter of Enoch Wiswell & Susannah his Wife was Born May 21st. 1739.

Jane y^e Daughter of Jonathan Clap & Jane his Wife was Born June 5th. 1739.

Samuel y^e Son of Josiah Meroh & Thankfull his Wife was Born Apr. 30th. 1739.

George y^e Son of Oliver Wiswell Junr. & Mary his Wife was Born June 29th. 1739.

John y^e Son of Nathanael Holmes & Sarah his Wife was Born August 20th. 1739.

James y^e Son of James Baker & Priscilla his Wife was Born Sepr. 5th. 1739.

Ebenezer y^e Son of John White & Hannah his Wife was Born Sepr. 5th. 1739.

Abigail y^e Daughter of Matthias Evans Junr. & Waitstill his Wife was Born March 31st. 1739.

Samuel y^e Son of Samuel Sever & Hannah his Wife, was Born September 22d. 1739.

Ebenezer y^e Son of Ebenezer Davenport & Submit his Wife was Born Octr. 7th. 1739.

Sarah y^e Daughter of Stephen Haws & Sarah his Wife was Born July 13th. 1739.

Ann y^e Daughter of Ebenezer Wiswell & Ann his Wife was Born Janr. 11th. 1739/40.

Hannah y^e Daughter of Joseph Whiston and Susannah his Wife was Born Janr. 23d. 1739/40.

Elizabeth y^e Daughter of Ebenezer Clap Junr. & Hannah his Wife was Born Janr. 10th. 1739/40.

John y^e Son of Samuel & Elizabeth How was Born Janur. 20th. 1739/40.

Rachel y^e Daughter of John & Sarah Wiswell was Born Sepr. 29th. 1739.

Salome y^e Daughter of Elijah & Jemima Pope was Born July 11th. 1739.

Johannah y^e Daughter of Samuel Leeds Junr. & Thankfull his Wife was Born Febr. 14th. 1739/40.

Sarah y^e Daughter of Thomas & Ann Baker was Born Novr. 24th. 1739.

Mary y^e Daughter of Hopestill Withington & Mary his Wife was Born Febr. 8th. 1739/40.

Thomas y^e son of Thomas Wells & Mary his Wife was Born Janr. 23d. 1739/40.

Joseph y^e Son of Jonathan & Ann Payson was Born May 13th. 1739.

Patience & Grace, y^e Twin Daughters of Hezekiah Barber & Eunice his Wife were Born August 17th. 1739.

Elizabeth y^e Daughter of Thomas Clap & Elizabeth his Wife was Born Febr. 28th. 1739.

Stephen y^e Son of Pelatiah Hall & Sarah his Wife was Born Septr. 14th. 1739.

Abigail y^e Daughter of Henry & Priscilla Leadbetter was Born March 11th. 1739/40.

Jacob y^e Son of Thomas & Mary Foster was Born May 30th. 1739. And Died June 1st. 1739.

Hannah y^e Daughter of John Humfrey & Ruth his Wife was Born March 21st. 1739/40.

Mary the Daughter of Thomas & Mary Richards was Born October 22d. 1739.

Ebenezer Blake the Son of Ebenezer and Relief Blake was Born March 26th. 1739.

1740.

Mary y^e Daughter of James Bishop & Sarah his Wife was Born April 25th. 1740.

William y^e Son of Jerijah Wales Junr. & Elizabeth his Wife was Born Apr. 12th. 1740.

William y^e Son of Nathanael & Ann Langley was Born May 18th. 1740.

Esther y^e Daughter of Elisha Davenport and Rachel his Wife was Born April 11th. 1740.

Zachariah y^e Son of Frances & Mary Smith was Born May 26th. 1740.

Abigail y^e Daughter of Samuel Durant & Silence his Wife was Born April 19th. 1740.

James y^e Son of Ebener. Bird & Priscilla his Wife was Born May 7th. 1740.

Zibiah y^e Daughter of James Kinney & Thankfull his Wife, was Born May 28th. 1740.

Abigail y^e Daughter of William & Deborah Withington was Born July 27th. 1740.

Jonathan y^e Son of John Blackman Junr. & Susannah his Wife was Born August 8th. 1740.

Sarah y^e Daughter of Samuel & Sarah Leeds was Born April 23d. 1740.

Samuel y^e Son of Aquila Tolman & Waitstill his Wife was Born August 9th. 1740.

Elizabeth y^e Daughter of John Baker Junr. and Sarah his Wife was Born June 25th. 1740.

Mary y^e Daughter of Preserved Baker & Martha his Wife was Born Apr. 14th. 1740.

John y^e Son of William & Judith Frame was Born May 24th. 1740.

Ebenezer y^e Son of John White & Hannah his Wife was Born Octr. 4th. 1740.

Jonathan y^e Son of Hopestill Leeds & Sarah his Wife was Born August 2d. 1740.

Ezekiel y^e Son of John Tolman Junr. and Hannah his Wife was Born October 24th. 1740.

Ebenezer y^e Son of y^e Revd. Mr. Jonathan Bowman & Elizabeth his Wife was Born November 2d. 1740.

Samuel y^e Son of Jonas & Susannah Humfrey was Born Septemr. 22d. 1740.

Molly y^e Daughter of James How & Jane his Wife was Born Decr. 7th. 1740.

Joseph y^e Son of Richard Evans and Ziporah his Wife was Born Novr. 23d. 1740.

Susannah y^e Daughter of William & Sarah Crouch was Born May 22d. 1740.

- Caleb y^e Son of John Champney & Sarah his Wife was Born July 5th. 1740.
- Rebecca y^e Daughter of Samuel Pierce & Abigail his Wife was Born Decr. 23d. 1740.
- John y^e Son of Stephen Haws & Sarah his Wife was Born Decr. 29th. 1740.
- Alexander y^e Son of Alexander Glover and Sarah his Wife was Born Febr. 1st. 1740.
- Mercy y^e Daughter of Samuel Jones Junr. & Mercy his Wife was Born Decr. 23d. 1740.
- Hannah y^e Daughter of Benjamin and Hannah Clap was Born May 13th. 1740.
- Anna y^e Daughter of John & Margaret Morgain was Born October 25th. 1740.
- Jonathan y^e Son of John Bradley Junr. & Hannah his Wife was Born Octr. 9th. 1740.
- Benjamin y^e Son of Ebenezer Cox & Thankfull his Wife, was Born Novr. 3d. 1740.
- William y^e Son of John Trescott Junr. & Sarah his Wife was Born Novr. 15th. 1740.
- William y^e Son of Preserved & Mary Williams was Born January 8th. 1740/41.
- Jesse y^e Son of Benjamin & Silence Tilson was Born January 2d. 1740/41.
- Joseph y^e Son of Edward Breck & Sarah his Wife was Born March 1st. 1740/41.
- Ann y^e Daughter of William Robinson & Ann his Wife was Born Sepr. 7th. 1740.
- Thomas y^e Son of Elijah Tolman & Hannah his Wife was Born Octr. 3d. 1740.
- Ezra y^e Son of James Swift & Silence his Wife was Born Novr. 15th. 1740.
- Sarah y^e Daughter of Samuel & Mary Bradley, was Born Deer. 24th. 1740.
- Henry Johnson the Son of Samuel & Rebecca Johnson was Born September 6th. 1740.
- Jonathan Bradley y^e Son of John Bradley Junr. & Hannah his Wife was Born Octr. 9th. 1740.
- William y^e Son of John Trescott Junr. & Sarah his Wife was born Novr. 15th. 1740.

1741.

- Increase Blake the Son of Ebenezer Blake & Relief his Wife was Born November 2d. 1741.
- Sarah y^e Daughter of Thomas Bird & Mary his Wife was Born Apr. 7th. 1741.
- Samuel y^e Son of Samuel Blake & Patience his Wife was Born April 7th. 1741.
- Submit y^e Daughter of Ebenezer Davenport & Submit his Wife was Born May 2d. 1741.
- Ann y^e Daughter of John & Priscilla Beighton was Born April 3d. 1741.
- Susannah y^e Daughter of Edward Capen & Patience his Wife was Born Apr. 16th. 1741.
- Salter y^e Son of Robert Searls Junr. & Sarah his Wife was Born June 15th. 1741.
- Sarah y^e Daughter of Thomas Wells & Mary his Wife was Born April 16th. 1741.
- John y^e Son of Samuel & Elizabeth How was Born June 17th. 1741.
- Jesse y^e Son of Stephen Fowler & Elizabeth his Wife was Born July 12th. 1741.

- Elizabeth y^e Daughter of Nathanael & Sarah Holmes was Born July 22d. 1741.
- Hannah y^e Daughter of Consider Leeds & Margaret his Wife was Born March 17th. 1740/41.
- Sarah y^e Daughter of Josiah How & Sarah his Wife was Born Aug. 19th. 1741.
- Jonathan y^e Son of Joshua & Abigail Sever was Born Aug. 27th. 1741.
- Elizabeth y^e Daughter of Ebenezer Clap Junr. & Hannah his Wife was Born Aug. 18th. 1741.
- Ebenezer y^e Son of John Robinson Junr. & Susannah his Wife was Born Sepr. 27th. 1741.
- John y^e Son of Nathanael Clap and Sarah his Wife was Born Octr. 11th. 1741.
- Elisha y^e Son of Elisha Davenport & Rachel his Wife was Born Octr. 16th. 1741.
- Lemuel y^e Son of Daniel Tolman & Mary his Wife was Born Novr. 27th. 1741.
- John y^e Son of John Maxfield and Ruth his Wife was Born April 25th. 1741.
- Rachel y^e Daughter of John Blake & Abigail his Wife was Born June 11th. 1741.
- Mary y^e Daughter of Jonathan Bradley & Elizabeth his Wife was Born April 3d. 1741.
- Samuel y^e Son of Edward Kilton & Mary his Wife was Born November 26th. 1741.
- Simeon y^e Son of Francis Price & Mercy his Wife was Born April 25th. 1741.
- Hannah y^e Daughter of William Holden and Hannah his Wife was Born Janr. 8th. 1741/2.
- Hannah y^e Daughter of John & Hannah Bradley was Born October 30th. 1741.
- Elizabeth y^e Daughter of Hezekiah & Eunice Barber, was Born July 16th. 1741.
- Elizabeth y^e Daughter of Jeremiah Blake & Mary his Wife was Born Aug. 26th. 1741.
- Sarah y^e Daughter of John Baker Junr. and Sarah his Wife was born Febr. 18th. 1741/2.
- Sarah y^e Daughter of John & Sarah Champney was Born March 2d. 1741/2.
- Elizabeth y^e Daughter of Mr. Robert Oliver & Ann his Wife was Born Octr. 31st. 1741.
- Mary y^e Daughter of Zebadiah Williams & Sarah his Wife, was Born Febr. 7th. 1741/2.
- Hopetill y^e Son of Richard Hall and Mary his Wife was Born March 16th. 1741/2.
- Mary & Hannah y^e Daughters of Enoch Wiswell & Susannah his Wife were Born January 18th. 1741.
- Susannah y^e Daughter of Joseph Whiston & Susannah his Wife was Born Decr. 9th. 1741.
- Elizabeth y^e Daughter of Jerijah Wales Jur. & Elizabeth his Wife was Born March 5th. 1741/2.
- Elizabeth Oliver y^e Daughter of Robert Oliver Esqr. and Ann his Wife, was Born Octr. 31st. 1741.
- Elizabeth y^e Daughter of Thomas and Elizabeth Clap was Born Novr. 28th. 1741.
- Hannah y^e Daughter of Thomas Baker & Ann his Wife was Born Aug. 3d. 1741.
- Ruth y^e Daughter of Samuel Hall & Sarah his Wife was Born April 17th. 1741.
- Mary y^e Daughter of Joseph & Elizabeth Wales was Born April 2d. 1741.

Hannah y^e Daughter of Joseph & Elizabeth Bass, was Born May 9th. 1741.

Mary y^e Daughter of Samuel Bishop & Abigail his Wife was Born Sepr. 30th. 1741.

Jerusha y^e Daughter of Elijah & Jemima Pope was Born Febr. 12th. 1741/2.

Mary y^e Daughter of Thomas & Mary Foster was Born February 2d. 1741/2.

Lydia y^e Daughter of y^e Revd. Mr. Jona. Bowman and Elizabeth his Wife was Born Decr. 16th. 1741.

Eunice y^e Daughter of Isaac & Abigail Dogget was Born Decr. 25th. 1741.

1742.

Mary Adams y^e Daughter of Nathanael Langley & Ann his Wife was Born March 26th. 1742.

Sarah y^e Daughter of Jonathan and Jane Clap was Born April 30th. 1742.

Rest y^e Daughter of Henry & Priscilla Leadbetter was Born April 10th. 1742.

Samuel y^e Son of John White & Hannah his Wife was Born April 24th. 1742.

Thomas y^e Son of Richard Evans & Ziporah his Wife was Born March 28th. 1742.

Mary y^e Daughter of Stephen Haws and Sarah his Wife was Born June 29th. 1742.

Mary y^e Daughter of Moses Billing and Meriam his Wife was Born August 15th. 1742.

Sarah y^e Daughter of James & Jane How was Born August 6th. 1742.

John y^e Son of John Pierce Junr. & Elizabeth his Wife, was Born Sepr. 22d. 1742.

James y^e Son of Jonas & Susannah Tolman was Born July 9th. 1742.

Mary y^e Daughter of Jonathan & Ann Payson was Born October 3d. 1742.

Lucy y^e Daughter of John Wiswell & Sarah his Wife was Born July 25th. 1742.

Sarah y^e Daughter of Nathanael Clap & Sarah his Wife was Born Octr. 4th. 1742.

Margaret y^e Daughter of Daniel & Mary Preston was Born August 16th. 1742.

Sarah y^e Daughter of Hopestill & Sarah Leeds was Born Octr. 7th. 1742.

Elizabeth y^e Daughter of Samuel Leeds Junr. & Thankfull his Wife was Born Sepr. 30th. 1742.

Abigail y^e Daughter of Samuel and Abigail Pierce was Born Novr. 26th. 1742.

Edward y^e Son of Samuel Blake & Patience his Wife was Born December 22d. 1742.

Samuel y^e Son of George & Abigail Minot was Born March 13th. 1741/2.

Hannah y^e Daughter of Ebenezer and Ann Wiswell was Born July 3d. 1742.

Ann the Daughter of Benjamin & Silence Tilson was Born February 6th. 1742/3.

Samuel y^e Son of John & Margaret Morgain was Born Sepr. 25th. 1742.

Susannah y^e Daughter of John & Ruth Humfrey was Born Decr. 1st. 1742.

James y^e Son of Preserved & Martha Baker was Born November 9th. 1742.

Jerusha y^e Daughter of Thomas Harris & Jerusha his Wife was Born March 4th. 1742/3.

Molly Trott y^e Daughter of John Wiswell Junr. & Mary his Wife was Born Octr. 6th. 1742.
 John y^e Son of Jonathan & Elizabeth Bradley was Born February 4th. 1742/3.
 Sarah y^e Daughter of James & Thankfull Kinnee was Born Novr. 9th. 1742.
 Priscilla y^e Daughter of Ebenezer and Priscilla Bird was Born March 6th. 1742/3.
 Joseph y^e Son of Jeremiah Blake & Mary his Wife was Born Janr. 15th. 1742.
 Benjamin y^e Son of Robert & Mary Merifield, was Born Janr. 2d. 1741/2.
 Elijah y^e Son of Elijah Tolman & Hannah his Wife was Born Sepr. 4th. 1742.
 Henry y^e Son of Samuel Jones Junr. & Mercy his Wife was Born Sepr. 13th. 1742.
 David y^e Son of Samuel & Mary Bradley, was Born November. 24th. 1742.
 George the Son of William Woods was Born Decemr. 10th. 1742.

1743.

Ann y^e Daughter of Oliver Wiswell Junr. & Mary his Wife was Born March 26th. 1743.
 Thomas y^e Son of Aquila Tolman and Waitstill his Wife was Born April 2d. 1743.
 Susannah y^e Daughter of Caleb and Annah Bradley was Born May 5th. 1743.
 Patience y^e Daughter of John White & Hannah his Wife was Born June 1st. 1743.
 Jemima y^e Daughter of John Tolman Junr. & Hannah his Wife was Born May 28th. 1743.
 Eunice y^e Daughter of Thomas Bird and Mary his Wife was Born June 9th. 1743.
 John & Judith y^e Son & Daughter of Hopestill Withington & Mary his Wife was Born July 13th. 1743.
 Elisha y^e Son of Ebenezer Clap Junr. and Hannah his Wife was Born June 10th. 1743.
 Edward y^e Son of Alexander Glover & Sarah his Wife was Born May 21st. 1743.
 Mary Beighton y^e Daughter of John & Priscilla Beighton was Born Apr. 2d. 1743.
 Roger y^e Son of Francis & Mercy Price was Born Sepr. 5th. 1743.
 Nathanael y^e Son of William & Deborah Whithington was Born Sepr. 17th. 1743.
 Elizabeth y^e Daughter of Henry Bird Jur. & Elizabeth his Wife was Born Octr. 23d. 1743.
 Samuel y^e Son of Nathanael & Ann Langley was Born Novr. 4th. 1743.
 Hannah y^e Daughter of Jonas & Susannah Humfrey was Born Novr. 24th. 1743.
 Ichabod y^e Son of Ebenezer Wiswell and Ann his Wife was Born Decr. 18th. 1743.
 Samuel y^e Son of Abijah White & Elizabeth his Wife was Born Novr. 20th. 1743.
 Ebenezer y^e Son of Zebadiah & Sarah Williams was Born Janr. 25th. 1743/4.
 Benjamin y^e Son of John Pierce & Elisabeth his Wife was Born Janr. 31st. 1743/4.
 John Clough Glover, y^e Son of Thomas and Elisabeth Glover was Born Novr. 19th. 1743.

Mary y^e Daughter of Ebenezer Davenport & Submit his Wife was Born
 Sepr. 6th. 1743.
 Abigail y^e Daughter of Timothy Foster and Abiel his Wife was Born
 Janr. 30th. 1743.
 Mary y^e Daughter of Naphtali Pierce & Mary his Wife was Born Febr.
 12th. 1743.
 Phinehas y^e Son of William Holden & Hannah his Wife, was Born Janr.
 31st. 1743/4.
 Abigail y^e Daughter of Joshua and Abigail Sever was Born Janr. 4th.
 1743/4.
 Abigail y^e Daughter of Robert Field Jur. & Abigail his Wife was Born
 Mar. 22d. 1743/4.
 Joseph y^e Son of Edward Breck & Sarah his Wife was Born March
 16th. 1743/4.
 Jerusha y^e Daughter of Moses & Meriam Billing was Born Sepr. 22d.
 1743.
 Joseph y^e Son of Joseph Whiston & Susannah his Wife was Born Octr.
 11th. 1743.
 Thomas y^e Son of Josiah Meroth & Thankfull his Wife was Born Sepr.
 1st. 1743.
 William y^e Son of William & Patience Sever, was Born May 8th. 1743.
 Jerusha y^e Daughter of William & Ann Robinson was Born June 30th.
 1743.
 Edward y^e Son of Edward & Patience Capen was Born July 30th. 1743.
 Katharine y^e Daughter of John Bradley Junr. & Hannah his Wife was
 Born March 10th. 1743/4.
 Ebenezer y^e Son of James & Priscilla Baker, was Born Novr. 19th. 1743.
 Elinor y^e Daughter of Thomas & Mary Foster was Born July 27th. 1743.
 Ebenezer y^e Son of John Maxfield & Ruth his Wife was Born May 24th.
 1743.
 John Dwight y^e Son of Elizabeth Ransted, was Born August 9th. 1743.

1744.

Nathanael y^e Son of Nathanael Clap & Sarah his Wife was Born April
 22d. 1744.
 Hannah y^e Daughter of Hopestill Leeds & Sarah his Wife was Born
 May 7th. 1744.
 Caleb y^e Son of Caleb & Annah Bradley was Born July 15th. 1744.
 Ebenezer y^e Son of Joseph Wales & Elizabeth his Wife was Born June
 20th 1744.
 Hannah y^e Daughter of Richard Hall and Mary his Wife was Born July
 12th. 1744.
 Elizabeth y^e Daughter of Samuel How & Elizabeth his Wife was Born
 June 9th. 1744.
 Jonas y^e Son of Jonas & Susannah Tolman, was Born June 9th. 1744.
 Adam y^e Son of Elisha & Rachel Davenport, was Born August 25th.
 1744.
 Robert y^e Son of Robert & Mary Merifield, was Born Sepr. 9th. 1744.
 Thankfull y^e Daughter of John Baker Junr. & Sarah his Wife was Born
 Octr. 7th. 1744.
 William y^e Son of John Cole & Abigail his Wife was Born August 1st.
 1744.
 Sarah y^e Daughter of William Crouch & Sarah his Wife was Born Octr.
 24th. 1744.
 Thomas y^e Son of Samuel Blake & Patience his Wife was Born Novr.
 27th. 1744, being y^e first Child that was Baptized in y^e new Meeting-
 house in Dorchester, on y^e first Day of Meeting there, Lords Day
 Decr. 2d. 1744.
 Ephraim y^e Son of Jonathan & Ann Payson was born Decr. 4th. 1744.

Samuel y^e Son of Thomas and Elizabeth Clap was Born Decr. 23d. 1744.
 Hannah y^e Daughter of Samuel & Abigail Pierce was Born Decr. 17th. 1744.
 Robert y^e Son of John & Sarah Champney was Born Aug. 17th. 1744.
 Frances y^e Daughter of John Wiswell and Sarah his Wife was Born Decr. 27th. 1744.
 Ebenezer y^e Son of Ebenezer Jones Junr. & Deliverance his Wife was Born Janr. 26th. 1744/5.
 Joseph y^e Son of Elijah Tolman & Hannah his Wife was Born Decr. 10th. 1744.
 Jerusha y^e Daughter of Andrew Sever & Elizabeth his Wife was Born June 10th. 1744.
 James y^e Son of Hezekiah & Eunice Barber was born at Boston, May 1st. 1744.
 Thomas y^e Son of Thomas Foster & Mary his Wife was Born Febr. 15th. 1744/5.
 Hannah y^e Daughter of Thomas Harris & Jerusha his Wife was Born Sepr. 20th. 1744.
 Bethiah y^e Daughter of James How & Jane his Wife was Born Novr. 24th. 1744.
 William Bowman y^e Son of the Revd. Mr. Jonathan Bowman & Elizabeth his Wife was Born July 8th. 1744.
 Ann y^e Daughter of Thomas Baker and Ann his wife was Born Sepr. 23d. 1744.
 Thomas y^e Son of Samuel & Mary Bradley, was Born Decr. 4th. 1744.
 Samuel y^e Son of Preserved & Martha Baker was Born Decr. 4th. 1744.
 Ebenezer y^e Son of William & Patience Sever was Born, Febr. 26th. 1744/5.
 William the Son of William Woods was Born Octr. 25. 1744.
 Richard Oliver the Son of Robert Oliver Esqr. and Ann his Wife was Born May 19th. 1744.
 Thomas Foster the Son of Thomas Foster & Mary his Wife, was Born Febr. 15th./1744/5.
 Relief Blake the Daughter of Ebenezer & Relief Blake was Born June 10th. 1744.

MARRIAGES.

1684.

Ezra Clap and Experience Houghton were married by the worshipfull Simon Brodstreet Gov^r. may: 22th: 84:
 Nicolas George and Mary Wales were married by the worshipfull Simon Brodstreet Gov^r. June the 4th: 84:
 Samuel Chandler and Abigaiel Palmer were married by the worshipfull John Richards Esq: aprill 10th: 84:
 Robert Spur and Elizabeth Tilstone were married by the worshipfull Samuel Nowel Esqr: october: 24th: 84:
 James Blake junr. and Ruth Bachelar were married by the worshipfull Simon Brodstreet Gov^r. July: 8th: 84:
 Noah Beaman and Patience Trescote were married by the worshipfull mr Sewel January the first: 1684:
 Ephraim Pason and Katareen Leadbetter were married by the worshipfull mr Sewell June: 12th: 84:
 Henery Withington and Sarah Leadbetter were married by the worshipfull Thomas Danforth Esq: may: 29th: 84:

1685.

David Joanes and Anne Bullard were married by the worshipfull Humphrey Dave Esqr: march: 18th: 85:
 John Blackeman and Jane Weekes were married by the worshipfull Thomas Danforth Esqr: march: 26: 85
 John Wiswel and Hanah Baker were married by the worshipful Thomas Danforth: Esquire: may: 5th: 85:
 Ebenezar Joanes and Barber Chapline were married by the worshipfull Humphrey Davee Esqr: June: 2d: 1685.
 Isaac Humfrey and Patience Atherton were married by the worshipfull Humphrey Davee Esqr: July: 7th: 85:
 John Wiswel and Hanah Baker were married by the worshipfull Thomas Danforth Esqr: may: 5: 85:
 Ebenezar Wiswel and Sarah Foster were married by the worshipfull William Johnson Esqr: march: 26: 85:
 Joseph Blackman and Elizabeth Church were married by mr Joseph Church november: 12: 85: In the yeare: 1686: begins a new government; and no more marriages to be recorded in this booke.

1686.

Thomas Evens and Hanah Glover were Married by the worshipfull William Stoughton Esqr. March 10th. 1686.

1689.

Ebenezar Crane was married to Mary Toleman by Mr Petar Thacher desembr, 13th. 1689.
 Joseph Mathar was Married to Sarah Clap by mr Samuel Willard June y^e 20th, 1689

1690.

Israel Lyon and Hannah Hewens was Married by the worshipful Samuel Sawall Esqr, March; 25. 1690.
 Thomas Lyon and Johanah Payson ware Married by the worshipful Samuel Sawall octr, y^e 23: 1690.
 Oliver Wiswall & Sarah Baker wear married by the Reverend mister Danforth. 1 of Janiw 90
 Thomas Moadslie and Susanah Rigbie was Married by the Reverend Mr Danforth 24th. 10m. 1690
 Joseph Hewins and Mehitable Lyon was Married by mester Sewall Janewari, 29th 90.

1691.

Smith Woodward & Thankfull Poop was married by the worshipfull mr Smith esqr the 29 of Julie 1691.
 Samuell Maxfeld and Cristian Pootter Wear Married by the Worshipfull mr Sewall esqr. 11 desember 1691.
 Henrie Leadbetter and Relefe Foster wear Married by the worshipfull mr Sewell esq. 9 of march 169½.

1692.

Joshuah Story and Als Hust wear maryed by the Reverend mister Danford 7th of septembr 92.
 John Toalman & widoe Mary Paul wear married by mr Danforth June the 15, 1692
 Isac Humphry and Ruth Leadbetter wear Married by the worshipll Saml Sewall esq october 6. 92.
 James Bishop and Elisabeth Moadsley wear Maryed by Captin Broun the 16 of Novemb 92.

Moses Heirs and Elisabeth Toalman Was Married by the Revt Mr Loason
28 october 92.

Silence Allin and Heaster Wiswall weare Married by the Reverent Mr
John Danforth Janeary 20. 92.

Ebenezer Holms & Sarah Withington wear Married by Samll Sewell esq
Febwari 2. 92.

John Pearce & Aibiagell Tompson ware marred the (5) of Juanary
169 $\frac{2}{3}$ by the Reverant mr. Fisk of brantry.

at this time a law Was made that no More Marriages should be recorded
in the towne book. — but it was revok't after 4 years.

1695.

Robert Searle, was married to Rebeckah Evens: by y^e Reverand mr.
Danforth: December y^e 4th 1695.

Nathaniel Carpenter of Attlebourough With Mary Preston of Dor: was
married the 13 of the 10th month: 1695. by y^e Reverand mr Dan-
forth:

John Puffer with Mary Holebrook: of Roxbury: by the Reverand mr.
Danforth y^e 17 of y^e 10 mon: 1695.

James Puffer with Aaigail Newton of Melton: By the Reverent mr Dan-
forth: y^e 17 of y^e 10 mon: 1695

Obadiah Swift was married to Abigall Blake y^e last Day of December
1695, by y^e Reverand mr Danforth.

Nathan Bradly was Married to Ruth Hause the 2d Day of January, 169 $\frac{5}{8}$
By y^e Reverand mr Danforth.

James White was Married to Elizabeth Withenton the (13) of Febrary
169 $\frac{5}{8}$ by the hon Thomas Danforth esq.

Nathananiel Sunderland was married to Elizabeth Minott by the Reve-
rant mr Danforth y^e 7th of y^e 12th moneth 1695.

1696.

John Trott was married to Mehitable Rigby by the Reverend mr Dan-
forth y^e 3d of y^e 2d moneth 1696.

John Minott was married to Mary Baker by the Reverend mr Danforth
y^e 21th of 3d moneth 1696.

Vigalence Fisher of Dedham with Hannah Lyon of Dorchester were mar-
ried by the Reverend mr Danforth y^e 14 of the 4th moneth 1696.

Benjamin Leeds was married to Abigail Knight, by y^e Reverend mr
Danforth, y^e 11th of y^e 6th moneth 1696.

John Bird was Married to Mary Ryall by the Reverent Mr Danforth, y^e
20th day 9 moneth 1696.

John Toleman was Married to Susanna Breck by the Reverend Mr Dan-
forth on y^e ——— Day of february 169 $\frac{6}{7}$.

1697.

John Clark of Newtowne was Married to Anne Bird of Dorchester, by
the Reverant mr Danforth aprill the 16th 1697.

Ebenezer Holmes was married to Mary George y^e 5 day of August by y^e
reverent mr Danforth.

Sherebiah Butt was married to Silence Rigby y^e 19 of novembr, by y^e rev-
erent mr John Danforth.

1698.

Edward Breck was married to Susannah Wizell, by y^e reverend mr Dan-
forth Aprill y^e first 1698.

Samuell Clap was married to Mary Paull by y^e Reverend mr Danforth
Aprill y^e 7th 1698.

John Mony was married to Jane Pope by y^e Reverend mr Danforth Aprill
y^e 2d. 1698.

Ebenezer Rice was married to Bethyah Williames by y^e Reverend mr Danforth may y^e 17th 1698.

John Clap was married to Silence Foster by y^e reverend mr Danforth may y^e 26. 1698.

Nathaniel Butt was married unto Elizabeth Breek by the reverend mr Danforth the 16th of y^e 7th moneth 1698.

Benjamin Cheny was married unto Martha Ryall by the Reverend Mr Danforth february y^e 2d 98. 99.

1699.

Benjamin Cheny was married unto Martha Royall by y^e Reverend Mr. Danforth february y^e 2d. 99.

John Dean of Taunton was married unto Hannah Bird of Dorehester by y^e Reverend mr. Danforth September y^e 21th 99

Samuel Howard of Bridgwatter was married unto Elizabeth Barbor of Dorehester by y^e reverend mr. Danforth December y^e 27th 99.

1700.

Richard A Negro of y^e Honourable Mr. Stoughtons was Married unto Ciclia a negro of y^e reverent mr John Danforths Jan. the 2d 1699 or 700 by y^e reverent mr. Danforth.

Nathaniel Leman of Boston Was Married unto Thankfull Hensha of Dorchester Janauary y^e 27th 1699 or 700 by the Reverent Mr. John Danforth.

Ebenezer Sumner of Milton and Elizabeth Clap of Dorehester was married march the 14th $\frac{1699}{1700}$ by the Reverent mr John Danforth

Jun the (18) 1700 Steven Williams of Roxbury with Mary Capen of Dorehester was married by the Reverent mr John Danforth.

July the 4 1700 Thomas Maudsley of Doreh with Rebecca Mason of Milton ware married by the Reverent mr John Danforth.

July the (28) 1700 John Maudsley with Hannah Clark ware married by the Reverent mr. John Danforth.

John Everenden & Raehell Maroh alias Meroh, were Marrid Sept: y^e 26 by y^e Reverent Mr. John Danforth 1700.

Christopher Trim, & Mary or Elis: Redding were Married sept: y^e 27 by y^e Reverent mr Jno. Danforth 1700

Noah Carpenter, of Rehobath; & Sarah Johnson of Dorehestr. were Married Deeember y^e 3d. by the Reverent Mr. John Danforth, 1700.

1701.

Thomas Glover of Millton was Married to Susannah Bradly of Dorchester Jan: y^e 1st. 1701 by y^e worshipfull Mr. Bailey

Matthew Pimer Was married Unto Mary Goodale Aprill 29th ore may y^e 20th. by y^e Reverend mr. John Danforth, 1701.

Samuell Butt was Married Unto Sarah Maxfield June y^e 11th. by the Reverent Mr. John Danforth 1701

John Preston was Married Unto Mary Capen May y^e 21st. by the Reverent Mr. John Danforth. 1701.

Jonathan Hall was Married Unto Elizabeth Clap Aprill y^e 4th. by the Reverent Mr John Danforth, 1701.

Nathaniell Glover Junr. was Married unto Rachel Marsh of Brantry Novembr. y^e 13th. 1701 by y^e worshipfull Mr. Wilson Just.

Mr. Edmund Quensey of Brantry & mrs. Dorothy Flint of Dorchestr. were married by y^e reverend Mr. John Danforth Novembr. 20 1701

Nathaniel Craft of Roxbury and Patience Topliff of Dorchester were Married by y^e Reverent Mr. John Danforth, November y^e 26th. 1701

Mr. John Swift & mrs. Sarah Tilestone were Married by y^e Reverend Mr. Danforth December y^e 16th. 1701.

Increase Leadbetter & Sarah Davenport were Married by the Reverend Mr. Danforth, Jan: 20 1701.

1702.

Jabez Searle Was Married Unto Thankfull Topliff Aprill y^e 9th. by y^e Reverend Mr. John Danforth 1702.

John Maxfeld and Elizabeth Hall was married the (2) of July By the Reverend mr John Danforth 1702.

Hopstell Capen and Thankfull Baker ware married By the Reverend mr John Danforth August the (14) 1702.

John Stiles and Mary Morah ware married the (22) of September 1702 by the worshipfull mr. Wilson Justice

Samuell Leeds and Elizabeth Wales ware marred November the 18 1702 By the worshipful Mr. James Bayley Justice

John Hodgedon Of Boston & Sussanah Clap of Dorchester were Married by y^e Reverent Mr. Jno. Danforth May y^e 5th 1702.

Isaac Haw & Submitt Bird were Married by y^e Reverent mr. John Davenport Novemb y^e 26. 1702.

Ebenezer Williams & was Married unto Mar Humphry Decembr y^e 1st 1702 by y^e Reverent Mr John Danforth.

1703.

Mr. John Pabody of Boxford and Sarah Mosely of Dorchester were Married November y^e 26 by Mr. John Danforth.

Jonathan Clap was Married unto Sarah Capen June y^e 23d 1703 by y^e Reverend Mr. Jno. Danforth.

Daniel Holbrook of Roxbury was Married unto Elizabeth Paul November y^e 11th 1703 by y^e Reverend Mr. John Danforth.

Samuell Lion of Roxbury, was Married unto Elizabeth Capen of Dorchester, December y^e 1st by y^e Reverend Mr. John Danforth 1703.

John Trott of Millton, was Married unto Deliverence Withington December y^e 20th. 1703 by y^e Reverend Mr. John Danforth.

Ebenezer Paul with Hannah Atherton was Married by y^e Reverend Mr. John Danforth January the 6th 1703.

Ebenezer Clap was Married unto Hannah Clap march y^e 17 1704 by y^e Reverend Mr. Jno. Danforth.

1704.

Ebenezer Clap was Married unto Hannah Clap march y^e 17 1704. by y^e Reverend Mr. Jno. Danforth.

Samuel Bird was Married unto Sarah Clap may y^e 16th 1704 by y^e Reverend mr. John Danforth.

Samuell Tolman was Married Unto Experience Clap November y^e 21st 1704. by y^e Reverend Mr. John Danforth

Barnard Capen was Married unto Sarah Clap, Decembr y^e 14th. 1704 by y^e Reverend Mr. John Danforth

Nich Williames and Mary Pond ware married by the Reverend mr. John Danforth the 31 of august 1704.

James Trott and Sarah Pirce ware married by the Reverend mr John Danforth the 1 of the 11 1704.

the 24 of the (1) 1704 Jrijah Wales and Sarah Parson ware married by the Reverend mr John Danforth.

1705.

Remember Preston and Bebe Bird ware married by the Reverend mr John Danforth the third of may 1705.

Nathanell Leeds and Elizabeth Foster ware married by the Reverend mr John Danforth the 10 of the 3 1705

the (14) of the (6) Ebenezer Lawrance and Mary But ware married by the Reverend mr. John Danforth

1706.

Samuell Robinson was Married unto Mary Wiswall March y^e 13th. 1706 by y^e Worshipfull Mr. John Willson.

1708.

Joshua Pumry and Repent Weeks ware marred the 4th of Feb 170⁷/₈ by Jer Dummer Esquire

William Crane and Abigall Pufer ware marred the 25 of march 1708 by Cornell Quinser.

John Bradly was Married unto Tamsin Rouse Novembr y^e 24th. 1708 by y^e Worshipfull Samll. Lines Esqr.

These five following were Married by y^e Reverend Mr. John Danforth.

John Andrews was Married unto Margaret Lord Aprill 8. 1708.

Daniel Tolman & Sarah Humfrys were Married Aprill 16. 1708.

John Baker & Hannah Withington were Married May 16 1708

Preserved Capen & Susannah Withington were Married May 16. 1708.

Joshua George & Margaret Preston, Were Married Decembr. y^e 2d. 1708.

Mathies Evence and Silence Withenton ware married may the 5 1708 by the Hoñ mr Dumer.

1709.

Jonathan Joans was Married to Sarah Bird By y^e worshipful mr. Pen Townsen Esqr. april 7th. 1709.

Josiah Hubbs & Ester Davenport wear married By the Revd. mr. Danforth April 7th. 1709.

Lewis Corbee was Married to Elizabeth Erthey y^e 27th of July 1709. By y^e Revd mr. Danforth.

1710.

These seven Folowing wear married by the Revd. Mr. John Danforth.

Robertt Field was married to Anna Foster y^e first Day of June 1710.

Ebenezer Scott was Married to Sarah Woodward the 20th. day of July 1710.

Mr Ebenezer Devotion was Married to Hannah Breck the 4th. day of October 1710.

John Mason was married to Mary Monk the 14th day of September 1710

David Rawson was Married to Mary Guliver the November the 18th day 1710.

Daniel Stone was Married to Thankfull Withington January 5th 17¹¹/₁₀

Peter Lyon was Married to Waitstil Wiat February the 13th day 17¹¹/₁₀

Samll Bullard was Married to Submitt White May 24th 1710 By y^e Worshipful Samll Lynde Esqr.

1711.

These Six Folowing were Joyned in Mariage By the Revd Mr John Danforth. viz

Ebenezer Withington and Katherine Mather was Married may 1st 1711.

William Chamberlain and Sarah Pason was Married may the 29th. 1711 —

William Field and Sarah Triscott was Married may the 30th 1711 —

John Lee and Martha Horton was Married the 25th of Decembr 1711 —

Joseph Butt and Ruth Tolman was Married January the 18th 1711/12

Elhanan Lyon and Mary Rodman was Married Febuary the 19th 1711/12

1712.

Samuel Jackson was Married to Elizabeth Easty the 12th day of June 1712: By the Revd. Mr John Danforth.
 Samuel Tucker was Married to Rebeca Leedes the 19th day of June 1712: by y^e Revd Mr John Danforth.
 Comfort Foster was Married to Eleanor Woods y^e 22 day of July 1712 — By y^e Revd Mr John Danforth.
 Ebenezer Jones was Married to Waitstill Davenport y^e 24th day of July 1712 by y^e Revd Mr John Danforth.
 Samuel Jones was married to Sarah Withington the 8th of october 1712: By Rvd. Mr John Danforth.
 John Cocks Junier was Married to Tabitha Davenport y^e 11th of Decembr 1712 — by Red Mr John Danforth.
 Ebenezer Tapliffe was Married to Sarah Withington the 22 day of January 1712/13 By y^e Red Mr John Danforth.
 Mark Negro was Married to Pellefoot Negroesse y^e 5th day of Februyay 1713/12 by y^e Reved Mr John Danforth.

1713.

Thomas Blakeman was Married to Mary Horton March 26. 1713 by y^e Revd. Mr Jno Danforth.
 William Hodgedon of Marshfield and Mary Eaims of 'Dorchr was Married by y^e Revd Mr Jno Danforth June 12th 1713.
 Elhanan Lyon was Married to Meredeth Wiatt Sept 24th 1713 by y^e Revd Mr Jno. Danforth.
 Josiah Whitney of Wrentham was married to Abigail Marten of Dorch- by y^e Revd Mr Jno Danforth Novr. 3: 1713.
 Eleazer Puffer and Elizabeth Talbot was Married by y^e Revd Mr John Danforth. Novemr 27th 1713.
 Charles Wentworth and Bethia Fenoo was Married Decemr 15: 1713. by y^e Revd. mr Jno Danforth
 Joseph Triscott and Johannah Lyon was Married by y^e Revd Mr John Danforth Janry. 20th 1713/4
 mr Samuel Williams of Roxbury & mrs Mary Capen was Married by y^e Revd Mr John Danforth Feb: 3d 1713/4
 John Glover & Hannah Capen was Married Feb. 15th 1713/4 by y^e Revd mr John Danforth.

1714.

John Tolman & Elizabeth White was Married by the Revd Mr. Jno Danforth April 1st: 1714.
 Nathaniel Spear of Brantree & Thankful Woodward was Married by y^e Revd Mr Jno Danforth July: 1: 1714
 Abraham Jackson of Plymouth & Mary Easty was Married by y^e Revd Mr Jno Danforth Decemr 1: 1714 —
 John Robinson and Ruth Butt wear married by y^e Reverend Mr John Danforth Janry. 20: 171 $\frac{1}{4}$
 Thomas Addams of Canterbury & Abigail Davenport were Married by y^e Revd Mr Jno Danforth Feb 23d: 171 $\frac{1}{4}$
 John Parker of Newtown with Ester Duing of Needham wear Married Sept 15th 1714 by Mr Hubbard Esqr
 Thomas Birch of Medway & Mary Barber of Dedham wear Married Janry 13th 171 $\frac{1}{4}$ by the worshipfull Nathll Hubbard Esqr
 Benjamin Morse of Medfield & Sarrah Fales of Dedham wear Married March 15th 1714 by the worshipfull Nathll Hubbard Esqr

1715.

Joshua Pumry and Mary Blake was by the Reved. Mr. John Danforth Married the 2d. day of June 1715 —

Charles Richards and Susanna Williams were Married by the Reved : Mr John Danforth the 7th June 1715
 Joseph Easty and Experience Bennet were Married by the Reved. Mr. John Danforth : June y^e 16 1715.
 Samuel Withington and Abigail Peiree were Married by the Reved : Mr John Danforth July the 14th 1715.
 Abiel George and Elizabeth Preston were Married by the Reved. Mr John Danforth : August the : 3d — 1715
 Thomas Davenport and Mary Woodward were Married by the Reved. Mr. John Danforth Sept: 6 : — 1715.
 Joseph Bass and Elizabeth Breeck were Married by the Reved. Mr. John Danforth Sept. 14 : — 1715
 Ebenezer Barnard of Roxbury and Elizabeth Foster were Married by the Reved : Mr. John Danforth Sept 29th — 1715
 James Davenport and Grace Tileston were Married by Reved. Mr John Danforth Sept 30th 1715
 William Coek and Thankfull Mawdsley were Married by the Reved Mr John Danforth february y^e 9 — 1715/16.
 Simeon Merifield and Silenee Bireh Boath of Dorehtr wear Married March 29th 1715 by the worshipfull Nathll Hubbard Esqr
 Ezra Morse of Dedham with Anne White of Dorchtr wear Married May 2d. 1715 — by mr Hubbard Esqr
 Israel Guild with Sarah Georg of Dorehtr wear Married May 27th 1715 by the worshipful Nathaniel Hubbard Esqr
 Joseph Curtice of Norton with Patience Rockett of Wrentham wear Married July 4th 1715 — by the Worshipfull Nathaniel Hubbard Esqr
 Josiah Smith with Mary Payne boath of Dedham wear Married December 22d 1715 by y^e Worshipful Nathaniel Hubbard Esqr
 Benjamin Colborn with Rebecka Carpenter boath of Dedham wear Married December 29th 1715 by the worshipfull Nathll Hubbard Esqr
 Benjamin Jordan with Elizabeth Wintworth of Dorechester Wear Married Decemr 30th 1715 by the Worshipfull Nathaniel Hubbard Esqr
 Samuel Whiting with Hannah Deering boath of Dedham wear Married by the worshipful Nathll Hubbard Esqr January 17th 171⁶

1716.

John Wales and Ruth Paison was Married by the Reved. Mr John Danforth : May 29 — 1716.
 Thomas Dean and Elianor White were Married by the Reved : Mr John Danforth Novemb 5th — 1716 —
 Samuel Billinge, and Sarah Bate were Married by the Revd. Mr John Danforth Novemb — 14 — 1716 —
 Samuel Savel of Braintree and Patience Foster were Married by the Reved Mr John Danforth. Febru. 7th. 1716/17.
 Nathaniel Dean of Norwitch in Coneticot with Hannah Fisher of Dedham wear Married may 17th 1716. by y^e worshipfull Nathaniel Hubbard Esqr
 Joseph Jordan with Abigail Pitcher of Dorchester wear Married octr 18th 1716 by mr Nathll Hubbard Esqr
 Benjamin Estie & Mary Holland of Dorechester wear Married Decemr 13th 1716 — by Mr Nathll Hubbard Esqr

1717.

Joseph Smith with Mary Haws wear Married May 16. 1717 By y^e Revd. — Mr. John Danforth.
 Ephraim Eaimes with Elizabeth Goodwin were Married october 3d. 1717 by the Revd mr Danforth
 Edward Wintworth with Keziah Blakman were Married october 17th 1717 by the Revd Mr Danforth.

Thomas Wiswall with Elizabeth Joans were Married october 17th 1717
by y^e Revd Mr Danforth.
Daniel Lovering with Susanah Breck wear Married Novr 14. 1717. by
the Revd. Mr John Danforth.
John Webb and Rebecca Maudsley were Married Decemr 5th 1717. by
y^e Revd Mr. John Danforth
Daniel Preston with Mary Peirce wear Married January 23d 171 $\frac{7}{8}$ By the
Revd Mr Danforth
Jonathan Kelton with Mary Bird was Married Febry 4th. 171 $\frac{7}{8}$ By y^e
Revd Mr John Danforth
Cornelious Thayer & Rachel Spear boath of Brantree wear Married July
19th 1717 : by mr Nathll Hubbard Esqr.
Benjamin Merifield with Experiance Birch of Dorchtr wear Married
sept 1st 1717 by Mr Nathll Hubbard Esqr
Benjamin Niles of Brantree with Elizabeth Jordan of Dorchester wear
Married by the Revd mr Joseph Morse Novr. 14 — 1717 —
Benjamin Gill of Dorchtr with Abigail Fales of Dedham wear Married
Decemr 12 : 1717 by the Revd Mr Joseph Morse —
Edward Baily of Dorchtr & Hannah Fales of Dedham wear Married
Decemr. 12 1717 by y^e Revd mr Jos Morse
John Hixson with Mehitable Hewans of Dorchester wear Married March
3d. 171 $\frac{8}{7}$ by y^e Revd. Mr. Joseph Morse

1718.

Edward Foster with Alce Prince of Newport Wear Married April 10th
1718 per mr Nathll Codington of Newport asistt
James Swift with Silence Butt wear Married April 9th 1718 by y^e Revd
Mr John Danforth
Joseph Snelling with Sarah Pason was Married April 9th 1718 — by the
Revd Mr. John Danforth
Hopedil Blake with Hannah Butt wear Married May 6th. 1718 by the
Revd mr John Danforth
Ebenezer Maudsley with Elizabeth Atherton wear Married May 29th.
1718 by the Reverend Mr John Danforth
Jeremiah Willson with Elizabeth Beamon was Married Novr. 20th. 1718
by y^e Revd mr John Danforth
John Glover with Lydia Norcott wear Married Decemr 12 : 1718 by the
Revd Mr John Danforth.
Thomas Bird with Mary Clap wear Married December 18th 1718 — by
y^e Revd Mr John Danforth.
Joseph Leeds with Pricilla Paul wear Married Decemr 18th 1718 — by
y^e Revd mr John Danforth.
Charles King with Jane Blakman wear Married Decemr. 24th 1718 by
the Revd Mr John Danforth.
Joshua Pumry of Dorchtr with Mary Clap of Dedham wear Married
octr. 1st 1718 by y^e worshipful Nathll Hubbard Esqr.
Joshua Clap of Dedham with Silence Wright of Dorchtr wear Married
Decemr 4th. 1718 by mr Nathaniel Hubbard Esqr
Mr William Lowder of Boston and mrs Elizabeth Danforth wear Mar-
ried by mr John Danforth Janry 1st 171 $\frac{9}{8}$
Mr Edward White of Brookline & mrs Hannah Wiswell wear Married
Janry 22d 171 $\frac{9}{8}$ by y^e Revd mr John Danforth
Edward Wiate with Abigail Puffer of Dorchester wear Married April
15th 1718 — by y^e Revd mr Joseph Morse
Edward Glover of Milton with Sarah Gill of Dorchtr wear Married octr
23d 1718. by y^e Revd mr Joseph Morse.
Samuel Estie with Rebecka Haws Boath of Dorchester wear Married
January 19th 171 $\frac{9}{8}$ by the Reverend Mr. Joseph Morse

1719.

James White with Jerusha White boath of Dorchtr wear Married aprill 29th 1719 by Nathll Hubbard Esqr.
 John Wiswell and Sarah Pierce of Dorchtr were Married June 25. 1719 by the Revd Mr. John Danforth
 Ebenezer Cocks & Thankfull Davenport of Dorchtr wear Married Novr. 26th 1719 by the Revd Mr John Danforth.
 William Billings of Dorchtr & Ruth Crehore of Milton wear married June 17th. 1719. by the worshipfull Nathll Hubbard Esqr
 Stephen Badlam of Weymouth & Elizabeth Billings of Dorchtr wear Married June 17th 1719 by the worshipfull Nathll Hubbard Esqr.
 John Guliver & Margret Hunt of Milton wear Married Sept 20th 1719 by y^e worshipfull Nathll Hubbard Esqr.
 Hopstill Humfrey & Hannah Blak were Married by y^e Revd Mr. John Danforth Janry 14th 1719/20.
 Peletiah Rawson & Hannah Hall wear Married by y^e Revd Mr John Danforth January 26th 171²⁰/₉
 Richard Bayly & Ester Puffer were Married by y^e Revd Mr. Joseph Morse March 25th 171⁹/₈
 Timothy Joans & Elizabeth Eames were Married by y^e Revd mr Joseph Morse May 23th 1719
 Benjamin Wiate & Miriam Puffer wear Married by y^e Revd Mr. Joseph Morse Janry 11th 1719 = 2C.

1720.

Samuel Smith & Hannah Blakman wear Married by y^e Revd Mr John Danforth Sept 1 — 1720
 Humphry McClellen and Mercy Redman wear Married by the Revd Mr Joseph Morse Decemr 10th 1720
 William Manly of Boston & Marry Tolman of Dorchtr wear Married by y^e Revd Mr Joseph Morse Decemr 19 1720.
 William Beacon & Experience Hawes Wear Married by y^e Revd mr Joseph Morse Decemr 27. 1720.
 Robert Spur & Jemima Foster Boath of Dorchtr Wear Married by y^e Revd Mr. John Danforth Decemr 22d. 1720
 Peter Randall & Rebecca Warren boath of Medfield wear Married by y^e worshipful Nathll Hubbard Esqr march 23d. 171²⁰/₉
 Benjamin Vorce & Jemima Bullard boath of Dedham wear Married by y^e Worshipfull Nathll Hubbard Esqr Febry 21st 1720/1

1721.

John Strowbridg and Elizabeth Andrews Married March 28. 1720/21 by the Revernd Mr Joseph Morse.
 Samuel Thaxter of Hingham and Sarah Marshall of Boston of the County of Suffolk ware Joyned in Mariage at Dorchester the 3d day of January 1721/22 by the worshipfull Samuel Thaxter Esq.
 Novem 30. 1721. Ebenezer Wiswill and Anne Capen Ware Married by the Reverend John Danforth of Dorchester.
 Decem 21st. 1721 Consider Leads and Sarah Jones ware Married by the Reverend John Danforth of Dorchester.
 Caleb Pond of Deadham & Elizabeth Lyon of Roxbury were Married July 28th 1721 by y^e worshipfull Nathaniel Hubbard Esqr
 Jeremiah Day & Mary Willet boath of Deadham were Married Augt. 3d 1721 by y^e worshipful Nathaniel Hubbard Esqr —
 John Bugbee of Roxbury and Ruth Paul of Dorchtr were Married November the 15th 1721. by the Worshipfull Nathaniel Hubbard Esqr —
 Edward Cole of Plympton & Mary Barber of Dorchester were Married by the worshipfull Nathll Hubbard Esqr — December the 8th 1721.

Benjamin Fairbanks & Abigail Ellis boath of Dedham were Married by Nathll Hubbard Esqr Feb 8th 1722 $\frac{1}{4}$
 William Bullard & Hannah Lewes boath of Dedham were Married by Nathll Hubbard Esqr Feb. 15th 1722 $\frac{1}{4}$.
 John Dewna of Wretham and Ruth Barber of Dedham were Married by Nathll Hubbard Esqr March 20th. 1722 $\frac{1}{4}$
 Jonathan Capen & Jane Houghton boath of Dorchtr wear Married by y^e Revd mr John Danforth Feb. 22. 1722 $\frac{1}{4}$
 Robert Brown & Martha Foster boath of Boston were Married by y^e Worshipful Timothy Clerk Esqr. March the first 1722 $\frac{1}{4}$
 John Dewna of Wrentham & Ruth Barber of Dorchester were Married by y^e worshipfull Nathll Hubbard Esq — March the 20th 1722

1722.

John Trescot & Sarah Topliff boath of Dorehtr wear Married by the Revd Mr John Danforth the 5 Day of April 1722.
 Humfrey Heaman & Mary Ball boath of Dorchtr wear Married by y^e Revd mr John Danforth May 24 1722
 Charles Davenport & Jemima Tolman of Dorchtr wear Married by y^e Revd Mr John Danforth May 31. 1722.
 John George of Dorehtr and Mary Hinkley wear Married the First day of November 1722 — by the worshipfull Habijah Savage Esqr
 Thomas Cocks & Hephzibah Davenport boath of Dorchester wear Married by y^e Revd mr John Danforth July 26th 1722.
 Henery Newel of Boston & Susannah Swift of Dorchester wear Married by the Revd Mr John Danforth Novr 22. 1722.
 Enoch Wiswel and Susannah Cocks boath of Dorchester wear Married by the Revd Mr. John Danforth Novr. 30th 1722
 Samuel Cushing of Hingham & Hannah Tilestone of Dorchester wear Married by y^e Revd. mr John Danforth Decemr. 13th 1722 —
 Samuel Paul & Abigail Withington boath of Dorchester wear Married by y^e Revd Mr John Danforth Janry 24th 1722: 23
 Samuel Trott of Dorchester & Ruth Bass of Boston wear Married by y^e Revd Mr John Danforth. March 21st 1722 $\frac{3}{4}$.
 Erosaman Drew of Brookline & Bethyah Colburn of Dedham wear Married by Nathll Hubbard Esqr March 22. 1721/22.
 John Hall of Newtown & Hopestill Ockington of Dedham were Married by y^e worshipful Nathll Hubbard Esqr Octr. 17 — 1722 —
 Eleazer Farington & Ruth Coswel boath of Dedham were Married by y^e worshipful Nathll Hubbard Esqr March 13th 1722/3
 John Phillips & Rebecca Hixon wear Married by y^e Revd Mr Joseph Morse May 3d 1722 —
 Isaac Sterns & Rachel Ranchul wear Married by the Revd Mr Joseph Morse June 14 — 1722
 Daniel Stevens & Johanna Etherage wear Married by the Revd Mr Joseph Morse Augt 20 — 1722
 Joseph Coeks & Elizabeth Blakman wear Married by y^e Revd Mr Joseph Morse Novr 29 — 1722
 William Blakner & Sarah Holland wear Married by the Revd Mr Joseph Morse March 14 — 1722/3

1723.

Samuel Humfrey & Elizabeth Blake boath of Dorchtr wear Married by y^e Revd Mr John Danforth May 8th. 1723
 Nathll Topliff and Hannah Blake boath of Dorchtr wear Married by y^e Revd mr John Danforth May 23d 1723
 William Withington & Eliza Blake boath of Dorchtr wear Married by the Revd mr John Danforth June 13th 1723 —
 John Woodward & Abigail Butt of Dorchtr wear Married by y^e Revd Mr John Danforth Augt 8th. 1723

James Bird & Eliza Holbrook of Dorchtr were Married by y^e Revd Mr John Danforth Octr 1st 1723
 Nathll Holmes & Sarah Withington of Dorchtr were Married by the Revd. mr John Danforth Decemr 5th 1723
 Samll Robinson & Dorcas Carver of Dorchtr were Married by the Revd Mr John Danforth Decemr 11. 1723.
 John Ransted of Boston & Ester Chandler of Dorchtr wear Married by y^e Revd mr John Danforth Decemr. 13 — 1723
 Samuel Bishop & Abigail Weeks boath of Dorchtr wear Married by y^e Revd Mr. John Danforth Decemr 16. 1723
 John Blakman & Susanna Maudsley of Dorchtr wear Married by y^e Revd mr John Danforth March 5th. 1723/4.
 Elkanah Billing & Mary Crehore were Married by the Revd. Mr. Joseph Morse Sept. 26 — 1723 —
 Cornelious Collick & Jerusha Billing were Married by y^e Revd. Mr. Joseph Morse Sept. 26 — 1723
 Jonathan Keney & Grace Liscom were Married by the Revd. Mr. Joseph Morse Octr. 10 — 1723
 Edward Downs & Ruth Puffer were Married by y^e Revd. mr. Joseph Morse March 11 — 1723/4
 Samuel Morse of Medfield & Hannah Whiting of Dedham were married by Nathll Hubbard Esqr March 18th 1723/4

1724.

John Bradley & Sarah Butcher boath of Dorchester were Married by y^e Revd mr John Danforth May 14th. 1724
 Ebenezer Davenport & Sarah Bartlett boath of Dorchester were Married by y^e Revd. Mr. John Danforth May 26th 1724
 John Blake & Abigail Preston boath of Dorchester were Married by y^e Revd. mr. John Danforth July 16th 1724 —
 Eleazer Williams & Sarah Tilestone were Married by the Reverend mr John Danforth octr 22d 1724 —
 Joseph Adams & Mary Davenport were Married by the Revd Mr John Danforth — Novr 3d 1724 —
 Ebenezer Holmes & Mary Houghton boath of Dorchester were Married by y^e Revd. Mr. John Danforth Janry 13th. 1724/5
 Edward Kilton and Mary Paul boath of Dorchester were Married by y^e Revd Mr John Danforth Janry 14th. 1724/5
 Josiah Blake & Releif Humfrey boath of Dorchester were Married by the Revd Mr John Danforth Decemr 5th 1724
 Stephen Billing & Elizabeth Fenno boath Dorchester were Married by y^e Revd mr Joseph Morse June 9th 1724 —
 Philip Grey of Boston and Hannah Chandler of Dorchester were Married by y^e Worshipfull Nathl. Hubbard Esqr. September 3d. 1724.
 Timothy Harris of Watertown & Mary Sterns of Dedham, were Married by y^e Wpl. Nathl. Hubbard Esqr. Novem. 5th. 1724.

1725.

James Herring of Roxbury & Ann Lewis of Dorchester, were Married by y^e Wpl. Nathl. Hubbard Esqr. Aug. 11th. 1725.
 Thomas Trott & Martha Merifield both of Dorchester were Married by y^e Wpl. Nathanael Hubbard Esqr. Octr. 28th. 1725.
 Jonathan Payson & Anne Blake, both of Dorchester, were Married by y^e Revd. Mr. John Danforth March 11th. 1724/5.
 Ebenezer Clough of Boston & Rachel Glover of Dorchester, were Joyned in Marriage by y^e Revd. Mr. John Danforth May 20th. 1725.
 Thomas Maudsley Junr. & Submit Cocks, both of Dorchester were Joined in Marriage by y^e Revd. Mr. John Danforth June 17th. 1725

Ichabod Maxfield & Dorcas Brown both of Dorchester, were Joined in Marriage by y^e Revd. Mr. John Danforth Octr. 28th. 1725.
 Samuel Clap & Mindwell Bird, both of Dorchester, were Joined in Marriage by y^e Revd. Mr. John Danforth Decr. 23d. 1725.
 Jonathan Kinney & Jemima Blackman were Joined in Marriage by y^e Revd. Mr. Joseph Morse, March 8th. 1724/5
 Benjamin Eastie & Sarah Chandler, were Joined in Marriage, by y^e Revd. Mr. Joseph Morse, Apr. 1st. 1725.
 Elias Monk & Susanna Blackman, were Joined in Marriage by y^e Revd. Mr. Joseph Morse, May 5th. 1725.
 Samuel Dwelley & Charity Liscum were Joined in Marriage by y^e Revd. Mr. Joseph Morse, June 24th. 1725.
 Stephen Fowler & Elizabeth Stiles were Joined in Marriage, by y^e Revd. Mr. Joseph Morse, Sepr. 2d. 1725.
 Silas Crane & Experience Tolman were Joined in Marriage, by y^e Revd. Mr. Joseph Morse, Decr. 8th. 1725.
 Joseph Hartwell & Mary Tolman, were Joined in Marriage, by y^e Revd. Mr. Joseph Morse, Decr. 8th. 1725.
 David Tolman & Prudence Redman, were Joined in Marriage, by y^e Revd. Mr. Joseph Morse y^e 8th. Day of Decr. 1725.
 Matthew Hobbs & Hannah Hixson, were Joined in Marriage, by y^e Revd. Mr. Joseph Morse January 6th. 1725/6.
 Thomas Manley & Elizabeth Hixson, were Joined in Marriage by y^e Revd. Mr. Joseph Morse Janr. 6th. 1725/6.
 Amos Fisher & Abigail Kingsbery, were Joined in Marriage, by y^e Revd. Mr. Joseph Morse Febr. 10th. 1725/6.

1726.

Benjamin Davis & Mehetable Triscott were Joined in Marriage by y^e Revd. Mr. Joseph Morse Apr. 5th. 1726.
 Benjamin Hewins & Sarah Vose were Joined in Marriage by y^e Revd. Mr. Joseph Morse Apr. 7th. 1723.
 Ralph Shepard of Milton & Sarah Spur of Dorchester, were Joyned in Marriage by y^e Worpl. Robert Spur Esqr. Apr. 28th. 1726.
 Comfort Foster & Abiel Withington both of Dorchester, were Married by y^e Wpl. Robert Spur Esquire, May 12th. 1726.
 William Cheney of Mendon & Johanna Thayer of Brantry, were Married by y^e Wpl. Robert Spur Esqr. May 20th. 1726.
 Samuel Bass & Mary Nightingill, both of Brantry, were Joyned in Marriage by y^e Wpl. Robert Spur Esqr. July 28th. 1726.
 George Payson & Mary Trot both of Dorchester were Joyned in Marriage by y^e Revd. Mr. John Danforth, June 23d. 1726.
 John Day & Patience Bird were Joyned in Marriage by y^e Revd. Mr. John Danforth June 30th. 1726.
 Samuel Wheeler & Mary How were Joyned in Marriage by y^e Revd. Mr. John Danforth, Sepr. 21st. 1726.
 Elisha Davenport & Rachel Searle were Joyned in Marriage by y^e Revd. Mr. John Danforth, Octr. 27th. 1726.
 Joseph Eliot & Elizabeth Sutton were Joyned in Marriage by y^e Revd. Mr. John Danforth, Novr. 2d. 1726.
 Ezekiel Upham & Hannah Sterns were Joyned in Marriage by y^e Revd. Mr. John Danforth, Novr. 17th. 1726.
 John Maxfield & Ruth Blake were Joyned in Marriage by y^e Revd. Mr. John Danforth Decr. 1st. 1726.
 William Ward & Elizabeth Butcher were Joyned in Marriage by y^e Revd. Mr. John Danforth, Decr. 29th. 1726.
 John Capen & Elizabeth Hall were Joyned in Marriage by y^e Revd. Mr. John Danforth Janr. 5th. 1726/7.
 Consider Leeds & Margaret Dolbear were Married by y^e Revd. Mr. John Danforth, Janr. 24th. 1726/7.

Simon Sterns & Margaret Hixson both of Stoughton were Joined in Marriage by y^e Wpl. Robert Spur Esqr. Decr. 13th. 1726.

John Pierce of Watertown & Rebecca Fenno of Stoughton were Joined in Marriage by y^e Wpl. Robert Spur Esqr. Janr. 2d. 1726/7.

Moses Belcher & Alice Wilson, both of Brantrey were Joyned in Marriage by y^e Wpl. Robert Spur Esqr. Janr. 3d. 1726/7.

1727.

Charles King & Meletiah Maudsley were Married by y^e Revd. Mr. John Danforth, March 29th. 1727.

Timothy Tilestone Junr. & Prudence Leeds were Married by y^e Revd. Mr. John Danforth, May 4th. 1727.

Jeremiah Basworth of Bristol & Susannah Field of Brantrey, were Joined in Marriage by y^e Wpl. Robert Spur Esqr. Apr. 5th. 1727.

Jonathan Sterns of Stoughton & Experience Linkhorn of Taunton were Joyned in Marriage by y^e Wpl. Robert Spur Esqr. May 24th. 1727

Joseph Hewins & Katharine Bird both of Stoughton were Joined in Marriage by y^e Wpl. Robert Spur Esqr. June 1st. 1727

John Marsh of Brantrey & Submit Woodward of Dorchester were Joined in Marriage by y^e Wpl. Robert Spur Esqr. June 30th. 1727.

John Dyer & Ruth Littlefield both of Brantrey were Joined in Marriage by y^e Wpl. Robert Spur Esqr. August 15th. 1727.

Samuel Haws & Elizabeth Warren both of Dedham were Joined in Marriage by y^e Wpl. Robert Spur Esqr. Sepr. 2d. 1727.

John Bent & Elizabeth Badcock both of Milton were Joined in Marriage by the Wpl. Robert Spur Esq. Febr. 6th. 1727/8

1728.

Thomas Pimer with Martha Williams were Married by y^e Revd. Mr. John Danforth Novr. 2d. 1727.

James Young & Jane Swift were Married by y^e Revd. Mr. John Danforth Decr. 7th. 1727.

James Bird Junr. & Hannah Wales were Married by y^e Revd. Mr. John Danforth Janr. 2d. 1727/8.

Joshua Bur & Elizabeth Tilestone were Married by y^e Revd. Mr. John Danforth Janr. 9th. 1727/8.

Ebenezer Clap Junr. & Hannah Pierce were Married by y^e Revd. Mr. John Danforth Febr. 21st. 1727/8.

Samuel Tolman & Patience Humfrey were Married by y^e Revd. Mr. John Danforth Mar. 13th. 1727/8.

Samuel Leeds & Mary Topliff were Joined in Marriage by y^e Revd. Mr. John Danforth May 16th. 1728.

Israel Woodward & Hannah Damman were Married by y^e Revd. Mr. John Danforth June 18th. 1728.

Samuel Humfrey & Mary Leeds were Married by y^e Revd. Mr. John Danforth Novr. 12th. 1728.

William Blake & Hannah Mawdsley were Married by y^e Revd. Mr. John Danforth Janr. 1st. 1728/9.

John Baxter & Mehetabel Willard both of Brantrey were Married by y^e Wpl. Robt. Spur Esqr. March 12th. 1727/8.

John Shaw of Pomfrit & Thankfull Foster of Dorchester were Married by y^e Wpl. Robt. Spur Esqr. May 29th. 1728/

Hezekiah Meraugh & Elinor Dean were Married by y^e Wpl. Robt. Spur Esqr. Octr. 2d. 1728.

1729.

Ebenezer Davenport Junr. & Submit How were Married by y^e Revd. Mr. John Danforth, Apr. 3d. 1729.

Richard Simon & Luce Walker Negros were Married by y^e Revd. Mr. John Danforth April 9th. 1729.

James Jeffs & Anne Payson were Married by y^e Revd. Mr. John Danforth June 19th. 1729.
 Nathanael Blake & Elizabeth Evans were Married by y^e Revd. Mr. John Danforth October 9th. 1729.
 Joseph Weeks Junr. & Abigail Withington were Married by y^e Revd. Mr. John Danforth October 21st. 1729.
 Eliakim Thayre of Braintree & Deborah Hersey of Milton, were Married by y^e Worpl. Robert Spur Esqr. Aug. 12th. 1729.
 Elijah Belcher of Preston & Elizabeth Blake of Milton, were Married by y^e Worpl. Robert Spur Esqr. Aug. 21st. 1729.
 Jacob Tarbox & Abigail Baxter were Married by y^e Worpl. Robert Spur Esqr. October 28th. 1729.
 George Minot of Dorchester & Abigail Fenno of Milton, were Married by y^e Worpl. Robert Spur Esqr. Decr. 24th. 1729.
 The Revd. Mr. Samuel Dunbar & Mrs. Hannah Danforth were Joyned in Marriage by y^e Revd. Mr. John Danforth Octr. 22d. 1729.
 John Daman & Elizabeth Payson, were Married by y^e Revd. Mr. Jonathan Bowman, Novr. 19th. 1729.
 Henry Freeborn & Melatiah King were Married by y^e Revd. Mr. Jonathan Bowman Janr. 9th. 1729/30.
 John Barber & Mary Powell were Married by y^e Revd. Mr. Jona. Bowman march 11th. 1729/30.
 Oliver Wiswell Jur. & Mary Minot were Married by y^e Revd. Mr. Jona. Bowman March 18th. 1729/30.

1730.

George Bigmore & Elizabeth Andrews were Married by y^e Worpl. Robert Spur Esqr. April 2d. 1730
 Henry Woodman & Alice Evans were Married by Robert Spur Esqr. Apr. 3d. 1730.
 Robert Field & Hannah Vose were Married by Robert Spur Esqr. May 21st. 1730.
 Jonathan Vose & Mary Field were Married by Robert Spur Esqr. Octr. 1st. 1730.
 Humphrey Atherton & Anna Field were Married by Robt Spur Esqr. Octr. 1st. 1730.
 Christopher Jackson & Mary Cotton were Married by y^e Revd. Mr. Jona Bowman Mar. 26. 1730.
 Tom & Flora Servants belonging to Col. Tailor were Married by y^e Revd. Mr. Jona. Bowman April 16th. 1730.
 Preserved Williams & Mary Maxfield were Married by y^e Revd. Mr. Jonathan Bowman June 11th. 1730.
 John Day & Sarah Bird were Married by y^e Revd. Mr. Jonathan Bowman Octr. 8th. 1730.
 Jacob Humphrey & Thankfull Capen were Married by y^e Revd. Mr. Jona. Bowman Novr. 26. 1730.
 Benjamin Clap & Hannah Baker were Married by y^e Revd. Mr. Jona. Bowman Decr. 29th. 1730.
 Nathanael Langley & Anne Pierce were Married by y^e Revd. Mr. Jona. Bowman Janr. 29th. 1730/31.
 Thomas Thornton & Mary Brown were Married by y^e Revd. Mr. Jonathan Bowman Febr. 4th. 1730/1.
 Hopetil Withington & Mary Baker were Married by y^e Revd. Mr. Jonathan Bowman Febr. 11th. 1730/1.

1731.

John Cole & Phebe Andrews were Married by y^e Worpl. Robert Spur Esq. Apr. 25th. 1731.
 Robert Merifield & Mary Stanton were Married by y^e Wpl. Robert Spur Esqr. Apr. 29th. 1731.

Josiah Whetimore & Mary Mackiwithe were Married by y^e Wpl. Robert Spur Esqr. June 24th. 1731.

Mr. Joseph Belcher & Mrs. Elizabeth Butt were Married by y^e Wpl. Robert Spur Esqr. Decr. 24th. 1731.

Josiah Meroth & Thankfull Evans were Married by y^e Revd. Mr. Jonathan Bowman April 20th. 1731.

Robert Sever & Ruth Bird were Married by y^e Revd. Mr. Jonathan Bowman June 10th. 1731.

Benjamin Emmons & Mary Williams were Married by y^e Revd. Mr. Jonathan Bowman Sepr. 7th. 1731.

Robert Searls & Sarah Maudsley were Married by y^e Revd. Mr. Jonathan Bowman Janr. 6th. 1731.

1732.

William Smith & Keziah Vose were Married by y^e Worshipful Robert Spur Esqr. Novr. 22d. 1732.

Henry Leadbetter & Priscilla Swift were Married by y^e Revd. Mr. Jonathan Bowman March 30th. 1732.

Richard Hall & Mary Maudsley were Married by y^e Revd. Mr. Jonathan Bowman may 30th 1732.

Benjamin Smith & Mary Newel were Married by y^e Revd. Mr. Jonathan Bowman June 2d. 1732.

David Hall & Elizabeth Paul were Married by y^e Revd. Mr. Jonathan Bowman June 15th. 1732.

Thomas Corbet & Mary Snow were Married by y^e Revd. Mr. Jonathan Bowman June 15th. 1732.

Ebenezer Lewis & Hannah Colburn were Married by y^e Revd. Mr. Jonathan Bowman August 23d. 1732.

Nathanael Brett & Rebecca Searls were Married by y^e Revd. Mr. Jonathan Bowman Novr. 2d. 1732.

Isaac Paul & Ann Withington were Married by y^e Revd. Mr. Jonathan Bowman Novr. 9th. 1732.

John White & Hannah Maudsley were Married by y^e Revd. Mr. Jonathan Bowman Novr. 16th. 1732.

Jonas Tolman & Susannah Bird were Married by y^e Revd. Mr. Jonathan Bowman Novr. 16th. 1732.

Samuel Pierce & Abigail Mosely were Married by y^e Revd. Mr. Jonathan Bowman Decr. 7th. 1732.

Alexander Glover & Sarah White were Married by y^e Revd. Mr. Jonathan Bowman Febr. 1st. 1732.

Richard Bartlet & Lydia Bradley were Married by y^e Revd. Mr. Jonathan Bowman March 1st 1732/3.

1733.

John Curaath of Boston & Zibiah Trott of Dorchester were Married by y^e Revd Mr. Mather Byles May 1st. 1733.

Denis Callehan Belonging to Castle William & Hannah Badcock of Milton were Married by y^e Wp^l. Robert Spur Esqr. May 18th. 1733.

John Beighton & Priscilla Hall were Married by y^e Revd. Mr. Jonathan Bowman May 8th. 1733.

John Bradley Junr. & Hannah Spear were Married by y^e Revd. Mr. Jonathan Bowman, May 9th. 1733.

Nathanael Sumner & Deliverance Weeks wr. Married May 17th. 1733 by y^e Revd. Mr. Bowman.

Thomas Laws & Hannah Glover were Married by y^e Revd. Mr. Jonathan Bowman, June 14th. 1733.

Joshua Sever Junr. & Abigail Foster were Married by y^e Revd. Mr. Jonathan Bowman June 21st. 1733.

Peter Farrow & Meletiah Bradley were Married by y^e Revd. Mr. Jonathan Bowman, June 4th. 1733.

John Wiswell Junr. & Mary Leadbetter Jur. were Married by y^e Revd. Mr. Jonathan Bowman, July 24th. 1773.

Samuel Wiswell & Elizabeth Franklin were Married by y^e Revd. Mr. Jonathan Bowman, October 17th. 1733.

Peletiah Hall & Sarah Paul were Married by y^e Revd. Mr. Jonathan Bowman November 15th. 1733.

John Lewis & Abigail Hastings were Married by y^e Revd. Mr. Jonathan Bowman, Novr. 20th. 1733.

Ebenezer Bird & Priscilla Tolman were Married by y^e Revd. Mr. Jonathan Bowman Novr. 20th. 1733.

Thomas How & Sarah Searls were Married by y^e Revd. Mr. Jonathan Bowman, Novr. 22d. 1733.

John Johnson & Deborah Price were Married by y^e Revd. Mr. Jonathan Bowman, Decemr. 17th. 1733.

Onesiphorus Tilestone & Judith Pierce were Married by y^e Revd. Mr. Jonathan Bowman March 21st. 1733/4

William Veary & Sarah Beal were Married by y^e Worshipfull Robert Spur Esqr. February 26th. 1733/4.

1734.

Joseph Chandler of Pomfret & Elizabeth Sumner of Milton, were married by y^e Wpl. Robert Spur Esqr. Decr. 24th. 1734.

Naphtali Pierce & Mary Bird were Married by y^e Revd. Mr. Jonathan Bowman Apr. 5th. 1734.

Josiah Kingsbury & Hannah Humfrey were Married by y^e Revd. Mr. Jonathan Bowman, April 11th. 1734.

Samuel Leeds Junr. & Thankfull Bird were Married by y^e Revd. Mr. Jonathan Bowman, September 16th. 1734.

Acquilla Tolman & Waitstill Leadbetter were Married by y^e Revd. Mr. Jonathan Bowman, October 16th. 1734.

Joseph Jacob & Mary Foster were Married by y^e Revd. Mr. Jonathan Bowman October 23d. 1734.

Frances Price & Mary Drown were Married by y^e Revd. Mr. Jonathan Bowman, Novr. 21st. 1734.

John Tolman Junr. & Hannah Clap were Married by y^e Revd. Mr. Jonathan Bowman, Janr. 2d. 1734/5.

James Bishop & Sarah Snow were Married by y^e Revd. Mr. Jonathan Bowman, March 10th. 1734/5.

1735.

Henry Wright & Mary Lyon were Married by y^e Wpl. Robert Spur Esqr. June 17th. 1735.

William Frame & Judith Webb were Married by y^e Wpl. Robert Spur Esqr. June 25th. 1735.

William Robinson & Ann Trott were Married by y^e Worpl. Robert Spur Esqr. July 17th. 1735.

Daniel Tolman Junr. & Mary Leeds both of Dorchester were Married by y^e Revd. Mr. Jonathan Bowman, August 28th. 1735.

Thomas Clap & Elizabeth Preston both of Dorchester were Married by y^e Revd. Mr. Jonathan Bowman, Sepr. 16th. 1735.

Ebenezer Sumner Junr. of Milton & Susannah Hall of Dorchester were Married by y^e Revd. Mr. Jonathan Bowman, Novr. 11th. 1735.

Joseph Sullard of Lebanon & Mehitabel Ball of Dorchester were Married by y^e Revd. Mr. Jonathan Bowman, Decr. 24th. 1735.

John Bradley & Avise Snow both of Dorchester, were Married by y^e Revd. Mr. Jonathan Bowman, March 4th. 1735.

Edward Vose of Milton & Abigail Rogers of Dorchester, were Married by y^e Revd. Mr. Jonathan Bowman, Febr. 26th. 1735.

1736.

Abraham Ireland of Charlestown & Ann Bird of Dorchester, were Married by y^e Revd. Mr. Jona. Bowman, Apr. 8th. 1736.

John Pierce Junr. & Elizabeth Shepard both of Dorchester, were Married by y^e Revd Mr. Jonathan Bowman, Apr. 5th. 1736.

MARRIAGES BY Y^E WORPL. ROBERT SPUR ESQR. ANNO 1736.

Cuffe & Rose Negro Servants to Mr. Ebenezer Mawdsley, were Married May 26th. 1736.

Cesar Servant to Mr. John Robinson & Matte Servant to Leonard Vassall Esqr., were Married Octr. 6th. 1736.

Bristol & Luce Servants to Mr. Hezekiah Barber were Married Novr. 11th. 1736.

Pompy & Phillis Servts. to Mr. William Robinson were Married November 30th. 1736.

MARRIAGES BY Y^E REVD. MR. JONATHAN BOWMAN ANNO 1736.

Elijah Tolman of Dorchester & Hannah Humfrey of Needham, were Married Septr. 8th. 1736.

Ebenezer Capen & Elizabeth Leeds both of Dorchester were Married Novr 9th. 1736.

Samuel How & Elizabeth Clap, both of Dorchester were Married Decr. 2d. 1736.

Hopestill Leeds & Sarah Clap, both of Dorchester, were Married Decr. 9th. 1736.

Stephen Haws and Sarah Bird, both of Dorchester were Married Decr. 3d. 1736.

Ebenezer Blake & Relief Leadbetter both of Dorchester, were Married Decr. 29th. 1736.

Edward Richards of Dedham & Hannah Lyon of Dorchester, were Married Janr. 19th. 1736.

1737.

MARRIAGES BY MR. JUSTICE SPUR.

Shantee & Phillis Negro Servants of Mr. Ralph Pope were Married June 6th. 1737.

John Mackfadden of Milton & Martha Weeks of Dorchester were Married June y^e 9th. 1737.

Nicholas Paris & Mary Preston were Married Septr. 14th. 1737.

Benjamin Tilson & Silence Sheaff were Married January 19th. 1737.

Cesar Ferre & Naomi Isaac were Married February 7th. 1737.

MARRIAGES BY Y^E REVD. MR. JONATHAN BOWMAN.

John Withington & Sarah Childs, both of Dorchester were Married June 22d. 1737.

Samuel Leeds & Sarah Swift both of Dorchester, were Married June 23d. 1737.

Capt. George Talbut of Stoughton and Elizabeth Withington of Dorchester were Married July 27th. 1737.

Thomas Foster & Mary Lyon both of Dorchester, were Married Septr. 27th. 1737.

Preserved Baker & Martha Harrington both of Dorchester, were Married March 16th. 1737.

Samuel Bowls & Sarah Davenport both of Boston, were Married by y^e Worpl. Thomas Tilestone Esqr. March 16th. 1737/8.

1738.

Benjamin Searl & Margaret Angier both of Roxbury were Married by
y^e Worpl. Thomas Tilestone Esqr. August 29th. 1738.

BY Y^E REVD. MR. JONATHAN BOWMAN.

Benjamin Sault of Boston & Susannah Butt of Dorchester were married Aug. 31st. 1738.

John Andrews Junr. of Roxbury & Elizabeth Wales of Dorchester were Married Sepr. 21st. 1738.

Joseph Whiston & Susannah Swift both of Dorchester were Married Novr. 24th. 1738.

Capt. Stephen Williams of Roxbury & Mrs Elizabeth Lowder of Dorchester were Married Decr. 14th. 1738.

James Baker & Priscilla Paul both of Dorchester were Married Decr. 14th. 1738.

John Baker Junr. & Sarah Wiswell both of Dorchester were Married February 7th. 1738.

1739.

BY Y^E REVD. MR. JONATHAN BOWMAN.

John Humfrey and Ruth Wales both of Dorchester, were Married May 3d. 1739.

Ebenezer Parker of Newton and Mindwell Bird of Dorchester, were Married May 10th. 1739.

David Hall & Annah Morgain both of Dorchester, were Married June 28th. 1739.

Thomas Baker & Ann Mattock both of Dorchester, were Married July 26th. 1739.

Jonathan Bradley & Elizabeth Lee both of Dorchester, were Married August 1st. 1739.

Richard Evans & Ziporah Humfrey both of Dorchester were Married August 16th. 1739.

Samuel Johnson of Castle William & Rebecca Niles of Dorchester were Married August 16th. 1739.

Eleazer Veazy of Brantrey & Ann Gulliver of Dorchester were Married August 23d. 1739.

Samuel Hall & Sarah Baker both of Dorchester were Married Sepr. 27th. 1739.

Jerijah Wales Junr. & Elizabeth Sever both of Dorchester were Married Octr. 4th. 1739.

William Crouch & Sarah Humfrey both of Dorchester were Married Novr. 15th. 1739.

Thomas Pimer & Jerusha Pope both of Dorchester were Married Novr. 30th. 1739.

Jonathan Kilton & Esther Ransted both of Dorchester were Married Decr. 6th. 1739.

Ebenezer Ball & Mary Child both of Dorchester were Married Decr. 13th. 1739.

Samuel Jones Junr. & Mercy Trott both of Dorchester were Married Janr. 10th. 1739.

Nehemiah Davis of Brookline & Mary Payson of Dorchester were Married Febr. 28th. 1739.

1740.

BY Y^E REVD. MR. JONATHAN BOWMAN.

John Morgain & Margaret Patten Junr. both of Dorchester, May 1st. 1740.

Thomas Wiswell Junr. & Thankfull Searl Junr. both of Dorchester, May 8th. 1740.

Samuel Blake & Patience White Junr. both of Dorchester, June 5th. 1740.
 Nathanael Wardwell of Boston & Hannah Pope of Dorchester, Septer. 24th. 1740.
 Mr. James Foster & Mrs. Elizabeth Pimer, both of Dorchester, Octr. 9th. 1740.
 Josiah How & Sarah Preston both of Dorchester, Novr. 5th 1740.
 Joseph Woodward & Elizabeth Boynton both of Dorchester, Decr. 11th. 1740.
 Nathanael Clap & Sarah How both of Dorchester, January 1st 1740.
 John Cole & Abigail Evans both of Dorchester, January 19th. 1740.
 Mr. Edward Williams of Roxbury & Mrs. Sarah Trott *tertia vel Natu minima*, of Dorchester, Febr. 19th. 1740.

1741.

BY Y^E REVD. MR. JONATHAN BOWMAN.

William Pettee & Abigail Cox, both of Dorchester, April 2d. 1741.
 Ebenezer Scott of Milton & Sarah Williams of Dorchester, April 16th. 1741.
 Jeremiah Blake & Mary Stevens, both of Dorchester, June 18th. 1741.
 Zebadiah Williams & Sarah Andrews both of Dorchester, June 18th. 1741.
 John Pierce Junr. of Dorchester & Elizabeth Fessenden of Lexington, Novr. 10th. 1741.
 Henry Bird Junr. & Elizabeth Tolman both of Dorchester, Janr. 21st. 1741.
 Thomas Evans & Patience Tolman both of Dorchester, March 9th. 1741.
 And Ichabod Jones of Dorchester & Rebecca Perry of Roxbury, were Married Febr. 22d. 1741, by y^e Worpl. Benja. Bird Esqr.

1742.

BY Y^E REVD. MR. JONATHAN BOWMAN.

Caleb Bradley & Anna Pett both of Dorchester, July 6th. 1742.
 Ebenezer Knight of Woburn & Elizabeth Boynton of Dorchester, August 19th. 1742.
 Abijah White & Elizabeth Haws Junr, both of Dorchester, Decr. 23d. 1742.
 Robert Field Junr. & Abigail George both of Dorchester, January 25th. 1742.
 William Sever & Patience Trescott both of Dorchester, Febr. 1st. 1742.

1743.

BY Y^E REVD. MR. JONATHAN BOWMAN.

Thomas Kilton & Sarah Leeds both of Dorchester, May 26th. 1743.
 Ebenezer Jones Junr. & Deliverance Tolman both of Dorchester Decer. 29th. 1743.
 David Smith Junr. & Mary Patten both of Dorchester, Janr. 26th. 1743.
 Benaiah Davenport of Leominster and Anna Leadbetter of Dorchester, Febr. 16th. 1743.

1744.

BY THE REVD. MR. JONA. BOWMAN.

Timothy Mossman of Sudbury and Alice Woodman of Dorchester, May 25th. 1744.
 Capt. Joseph Russell of Boston and Mrs. Mary Tilestone of Dorchester, July 19th. 1744.

The Revd. Mr. Phillip Curtis of Stoughton and Mrs. Elizabeth Bass of
Dorchester, Sepr. 6th. 1744.

Ebenezer Tolman and Mary Jones both of Dorchester, September 13th.
1744.

Robert Capen & Jane Lyon both of Dorchester, November 1st. 1744.

Josiah Capen and Charity Dwelly both of Dorchester, Janr. 1st. 1744.

Ebenezer Topliff and Priscilla Foster both of Dorchester, May 29th.
1744.

DEATHS.

1684.

Nehemiah Clap died the second day of aprill in the yeare 1684:

Sarah the daughter of Samuel Wales died: may 29th: 84:

Mr Timothy Mather died the fourteenth day of January: 84.

Mehitable Daughter of Nathaneel Clap died: february: 20th: 84

Walter Haven died august: 23d: 84

Anne Andrewes widow died January: 13th: 84:

1685.

Mary the daughter of Nathan Bradley died: march the first: 1685

John the son of John Hobbee died: october: 18th: 85:

Thomas Davenport died novemb: 9th: 85:

Mary the daughter of Hopestill Clap died novemb: 27th. 85:

1686.

Hanah the wife of Henry Garnsy died august the Sevententh, 1686.

Elder James Humfrey departed this life may: 12: 86.

Hanah the daughter of James Blake junr died october: 2: 86:

John Pope died october: 18: 1686:

Elizabeth the daughter of Daniel Preston junr died: 5: 11: mo 86:

Hannah the Daughter of Jno Breck died: 23: 10 m, 86.

John the Son of John Pelton Died Novemr 26, 1686.

1687.

Hannah The Wife of Considar Atharton died Aprill 26. 1687.

Mary the Wife of John Glovar Died Aprill the 30. 1687.

Samuel Jinekins Son to Samuel Jinekins and Mary his wife died June
11th. 1687.

Hannah the Daughtar of John Hobby Dyed Augst the 10th. 1687.

William Pole Son to Mr. William Pole Late of Dorchester Died Aprill
21: 1687.

Henry Merifeild Senr Died Aprill the: 14th, 1687.

Henry Withington Son of Richard Withington Died Febuary the: 2t.
1687 $\frac{7}{8}$.

Zipporah the Daughtar of Mary Pond, John Goodale the Deputed
Fathar. Died March: 2t, 1688.

Thomas the Son of Charles Davenport Dyed March the 11th, 1687 $\frac{7}{8}$

John Dows the Son of John Dows Late of Charlestowne Was Lost at
naponset Rivar Novemr 23, 1687 and found Cast upon Thomsan
Iland Shore marsh, 19th and buried the 20th In 1687 $\frac{7}{8}$

1688.

Israell Stoughton Son to Mr John Danforth Dyed March: 25. 1688.

Robart the Son of Waltar Everden Dyed Aprill the 21t: 1688

Johanah the wife of Nathaniell Wiat Dyed March the 22t, 1687
 Susanah Clap Widow Dyed June y^e 16. 1688
 Margreat Merifeild widow Died July y^e 6th, 1688.
 Jno the Son of John Brown Died July y^e 17th. 1688.
 Presarved the Daughtar of Desiar Clap Died August the 21t, 1688.
 Thankfull the Daughtar of William Rawson Dyed August the, 21t, 1688.
 William the Son of Petar Wood Dyed Agust the 27th, 1688.
 Sarah the wife of James White Dyed octobar the 13th, 1688.
 Hanah the Daughter of Thomas Pearce Dyed November the 7th, 1688.
 Samuell the Son of Isaac How Dyed Desembar the 4th. 1688.
 Sargt Timothy Foster Dyed Desemr, 16th, 1688.
 William Sumnar dyed Desemr. 9, 1688.
 Josiah the Son of Henry White Dyed Janr 15. 8^g
 Samuel the Son of Ebenezar Williams Dyed Desembar; 27th. 1688
 Comfort Foster Dyed In the Kings Sarvis January the 5th. 168^g
 Jarijah the Son of Hopesstill Clap Died Febuary the 27th. 168^g.
 Susanah the Daughtar of Samuel Capin Dyed March the 1t. 168^g.
 Fayth the Wife of Richard Bakar Dyed Febuary, the 3d. 168^g

1689.

Lidiah The Wife of Daniell Eldar Dyed Sept the 5th, 1689.
 Elkanan the Son of Jno Walls died August the 15th 1689.
 Mary the Wife of Joshua Georg Dyed August the 16th. 1689.
 John the son of John Blake Died Aprill: y^e 19th. 1689.
 Samuel the Son of Samuell Minott Dyed June the 1t, 1689;
 Daniel the Sone of Daniel Preston Dyed Augt, the 23d, 1689.
 Ruth the Daughter of Ephraim Payson Dyed November the 17th, 1689.
 Ebenezar Lyon Died Desembar the, 31: 1689
 Richard Bakar, Dyed octobar, 25th, 1689.
 Ann The Wife of Petar Lyon senr, Dyed Novem the 26 1689.
 Sarah the Daughtar of Increes Modslly Dyed January the 20th, 168^g
 Henry the Son of Henry Leadbettar Dyed May the 10th, 1689:

1690.

William Pond Dyed Aprill the 4th, 1690.
 Elizabeth the Daughtar of Noah Beaman Dyed May the 5th. 1690.
 Thomas Toleman Senr Dyed June y^e, 18th, 1690.
 Judah Pond Dyed July the 27th, 1690.
 Israell Lyon Dyed Sept, the 28th, 1690.
 Joshua Georg Dyed August, y^e 6th, 1690.
 Elizabeth the Wife of John Toleman Dyed octobar the, 7th, 1690.
 Samuel Paul senr dyed november, the 3. 1690.
 Abiall the sonn of Samuel Paul dyed January the: 4: 1690:
 Obadiah Haws Senier died 5th of october 1690.
 John Jones Son of David Jones Died the 21 of November 1690.
 Obadiah Swift Senior Died 27th of Desember 90.
 Deborah Williames Died Desember th 30. 1690.
 John Peeke sarvant with Daniell Presto junior died 14th Janewari 90.
 Sallter the son of Robert Searl died 8th of aprill 1690.
 Marie Withington the wife of Ebenezer Withington Died the 10th of
 Janewarie 1690.
 John Baker Died the 26 of Agust 1690
 Joseph Weeks Clark died the 31 of october 1690.
 Joseph the son of Clarke Weeks died 13 desember 90.
 Unite the son of Hopstill Clap died 25 Janewarie 1690.
 Captn John Breck died 17th of febreari 1690.
 Joseph Mather died the 8th of Janewarie 1690.
 Catharien the dafter of Joseph Mather hade the Small pox at about
 half a year owld in the year 90.

1691.

Samuell Hall died the 8th of Aprill 1691.

Elezabeth the Dafter of Preserved Capen Died may the 31, 1691.

Elezabeth the Dafter of Daniell Preston junior Died the 6th of April 1691

Releef the Dafter of Daniell Preston junior Died the 5th of may 91.

David Jones junior Died the 19th of June 1691.

Leftenant Richard Hall Died the 23 of June 1691

Dezire the Son of Obadiah Haws Senior Died the 27 of June 1691

Barnad Capin Died the 2 of may 1691

Pasience the wife of Izack Humphrie Died the 12 of July 1691.

hear are Som that wear nott sesonabli brought in ¹

John Minott Died the 26 of Janewari 1690

Frances Ball Senior Died, th 22 of Febuari 16⁹⁰₉₁.

Elisabeth widow of John Minott Died 6 of April 1691.

Ezra Clap junior Died the 10 of Aprill 1691.

Joseph Birch Died the 11 of Janauri 1690.

Henry the son of Epharim Paison died 4th of may 1691.

Marah the wife of Samuell Maxfelld Died the 21 of Agust 1691.

Marah widow of Thomas Davenport sen died the 4th of october 91.

Marah the wife of Izaak Jones died 23 october 91.

John Glover died the 26 of august 1690.

Hana the dafter of John Baker died 12 november 90

Jyles Barg died the 25 of September 1691.

Elner widoe of Jyles Barg died the 15 desembr. 1691

Hanah the wife of Samuell Rigbie died 18 march 91.

Samuel Rigbie died the 9 of aprill 1691.

Samuell Minott Died the 18 of Desember 1690.

Clement Maxfeld died the 3 of february 169 $\frac{1}{2}$

1692.

Thomas the son of Samuell Webb died 14 of 1m 1692.

Ebenezer the son of William Rawson died th 28 of august 92

Capten John Capen Died the 4th of aprill 1692.

Elisabeth the daughter of Enoch Wiswall Died the 25th of aprill 1692.

Daniell Elder Died the 4th of may 1692.

Marah the Wife of Benjamin Leads died the 10th of august 1692.

Henry Gernsie died the 13th of august 1692.

Truecross Minott widoe of Steven Minott Died the second day of august 1692.

John the son of John Broun dyed 7th of September 92.

Marah Barbor the Daughter of Thomas Barbor Dyed the 22 of september 1692.

Marah the Widoe of Joseph Weeks Clark Dyed the 17 of september 1692.

Elisabeth the Daughter of Robert Spur junier Dyed the 6 day of October 1692.

Nathaniel the son of Joseph Blake Dyed the 2 day of november 1692.

Ann the Daughter of Samuel Payson Died the 26 of october 1692.

Marah the Daughter of Samuel Payson Died the 6 day of Janeary 169 $\frac{3}{4}$.

1693.

Richard Leedes Died the 18 of march 169 $\frac{3}{4}$

Mary the Daughter of James Robison Died march the 31 1693 aged 26 years.

¹This line is printed for the peculiar spelling.

Barbera the wife of Ebnezer Jones Died may the 6 1693.
 Rebekah the Daughter of Ebnezer Jones Died Jun the 11 : 1693.
 Sarah the widow of Clement Toplef aged 88 yeares Died July the 29 1693
 Thomas Weeb the son of Samuell Weeb Died the 25 of september 1693.
 Elizabeth Hall the widow of Richard Hall Died the 8 of october 1693.
 Ruth Humptry the Daugter of Hopstill Humptry Died the 24 of September 1693.
 Martha the Daughter of John Brown Died the 12 of September 1693
 Sarah Trott the Daughter of Thomas Trott Died the 3 of oct. 1693.
 Ebnezer Withenton the son of Ebnezer Withenton Died the 10 of January 169 $\frac{2}{3}$
 Thomas Trott Juner Died by a fall from his Cart the 13 of January 169 $\frac{4}{3}$
 Elizabeth Blake the wife of elder James Blake Departed this Life the (16) of January 169 $\frac{4}{3}$
 Ann Jones the wife of Daved Jones Died the (16) of march 169 $\frac{4}{3}$

1694.

James Robeson Died the 18 of April 1694
 Mary the Daughter of Thomas Evins died july the eighteenth 1694.
 Ann Roson the Daughter of William Roson Died the 21 of June 1694.
 Samuell Topley the son of Samuell Toply Dyed the 30 of Agust (94) the widow Bray Dyed the (31) of Agust 1694.
 Thomas Tilstone aged 83 years Dyed June the 24 1694
 Desier Clap the son of Desier Clap Dyed August the (19) 1694.
 Samuell Trote the Son of Samuell Trote Died August the 22 1694.
 Joseph Capen the Son of the widow Sarah Capen Died the (5) of september 1694.
 Daved Jones aged 66 yeares Died September the (27) 1694.
 Sarah Mackeril, died y^e second of february 169 $\frac{4}{3}$

1695.

John Capen the Son of Preserved Capen Died aperall the (2) 1695.
 Elizabeth Hall the Daughter of Johanathan Hall Died the 4 of September 1695.
 Abigaill Foster the Daughter of Standfast Foster Died the (27) of September 1695
 Mary Preson the wife of Danell Preson Sener Died the 5 of october 1695
 Hannah Lewis y^e Daughter of John Lewis Died y^e 14 of october 1695
 John Leeds y^e Son of Joseph Leeds Died y^e 31 of october : 95.
 Elizabeth Wood the wife of John Wood Died December 26 1695
 Ann Pearse, the wife of Robert Pearse, aged about one hundred and four years, Died y^e 31th of December 1695.

1696.

Robert Jones a man belonging to Smith Woodward Died the 17th of july 1696.
 Elias Wood Died july the 26. 1696.
 Thomas Trott Aged about 82 years Died the 28th Day of july 1696.
 Purchass Capen y^e son of John Capen Died being shot wth a Gun the 9th day of september 1696.
 Sarah Holmes the wife of Ebenezer Holmes Died the 18th of December 1696.
 Simon an indian of Mrs Brecks died the 6th of november 1696:
 Joseph Hewin the son of Joseph Hewin Dyed the 13th of janauary 1696 or 7.

1697.

Sarah Haws Died y^e 9th of aprill 1697.
 Roger Clap y^e son of Desire Clap Died y^e 7th of June 1697.

Daniel Clap y^e son of Desire Clap Died y^e 11th of June 1697.
 Licutenant Timothy Tilestone Died y^e 9th of August 1697.
 Nehemiah y^e son of Ebenezer Jones Died y^e 16th of Septemr 1697.

1698.

Elizabeth Minot y^e Daughter of John & Mary Minot Died y^e 5th of february 1698.
 Mrs. Thankfull Baker (widdow) Died y^e 27th of Janauary 1697¹
 Joseph Withington Died August the 3d 1698.
 Samuell Pearce y^e son of Thomas Pearce died December y^e 26th. 1698.
 Robert Pearce y^e son of Thomas Pearce died December y^e 4th 1698.

1699.

Barbara y^e daughter of Ebenezer Jones died february y^e 11th 1699
 Miriam Trescot y^e daughter of Joseph Trescot died march y^e 24th 99.
 Oneseperous Tilestone died June y^e 2d 1699.
 John the son of Robert Cook died July the 12th 1699 :
 Sarah Mackeone Died September the 4 1699.
 Susannah y^e wife of Thomas Moasley Died September y^e 19th 99.
 Elizabeth Triscott the wife of William Triscott Died July y^e 31th 99.
 William Trescott aged 84 years 8 moneth Died September y^e 11th 99
 Robert Cooke aged 63 years departed this Life the 17 day of september 99.
 the widdow Elizabeth George aged 98 years died november y^e 8th 99.
 Thomas Skilton died october the 18th 1699.

1700.

Sarah Davenport died february the 20th 1700.
 Mary Wales the wife of Samuell Wales Departed this Life Apriall the first 1700.
 Ebnezer Capen the son of Presarved Capen Departed this Life may the (11) 1700.
 James Blake the Reverntt Elder of the Church of Dorchester aged (77) years Died June the (28) 1700.
 Praiesever Jones Died Augest the first 1700.
 Samuell Clap the Son of Samuell Clape Died augest the (8) 1700.
 Elizabeth Hall the Wife of Jonathan Hall Died August the (12) 1700.
 James Brown the Son of John Brown Died August the 29 1700.
 Elizabeth y^e Daughter of John Minott¹ Died September y^e 2 1700
 Jonathan Topliff y^e son of Deacon Samuell Topliff Died september the 8th. 1700.
 Susanah Mosley the Daughter of Thomas Mosly Died october the (15) 1700
 Richard a Negro of the Honrable mr Stoton Esq. Died in November 1700.

1701.

Thankfull Foster y^e Daughter of Lieut. James Foster Died February y^e 15th. 1701.
 Isaac Jones Died February the 18th. 1701.
 John Clap y^e son of Capt. Samucll Clap Died March y^e 7th. 1701
 Mary Foster y^e Daughter of sargt. Standfast Foster Died march y^e 16 1701
 Ruth the wife of Nathan Bradly Junior Died march the 25 1701
 Susanah Capen the Daughter of Samuell Capen Died Aprall the (15) 1701
 Henry the Son of Phillip Withenton Died Aprall the 23 1701

¹ This name is somewhat doubtful.

Mary Danforth, the Daughter of Mr. John Danforth Died June y^e 4th. 1701

Elizabeth the Daughter of Thomas Robinson Died June y^e 28th 1701.

Hannah Woodward the Daughter of Smith Woodward Died may y^e 26 1701.

The Honourable William Stoughton Esqr. Lieutenant Governour And Commander in Cheife in and Over His Majesties province of the Massachusetts Bay in New England Died July the Seventh 1701

Abby Christian Died (Being Drowned) July the 26st 1701

Nathan Bradly Senior Died July the 21d. 1701

John Clap the son of Samuell Clap Junior died September y^e 14th 1701.

Anne Pearse y^e Daughter of John Pearse died, October, y^e 27th 1701.

Richard Withington senier Aged about 84 years, Died December y^e 22 1701.

Elizabeth the wife of John Wales Died Novembr. y^e 26th. 1701.

1702.

John y^e son of John Minott Died, Janauary y^e 2d. 1702.

Stephen the Son of Pachance Laraunce was Borne the (10) of December 1701 and Died the 20 of Feberay 1702.

Miriam Bird the Daughter of James Bird Died the (5) of September 1702.

Thomas Weebe the Son of Samuell Weebe Died the (6) of September Being Dronned 1702.

An the Daughter of Presarved Capen Died the first of October 1702.

Barbar the Daughter of Ebnezer Jones Died the 21 of September 1702.

Kattren the Daugter of Iceace Humpry Died october the 1702.

Sarah the daughter of Samuell Trote Died November the (7) 1702.

Elizabell Capen the daughter of Samuell Capen Died the (2) of November 1702.

Elizabeth the daughter of Thomas Pearce Died the (12) of November 1702.

William the Son of Isaace Riall Died november the (15) 1702.

Isaace Jones the Son of Joanathan Jones Died november the (16) 1702.

Mary the Daughter of John Blackman Died November the (21) 1702.

Ruth the Daughter of Joanathan Jones died November the (23) 1702.

1703.

Mrs Foster aged (83) years Died Juenary the 5 1703.

Ebenezer Burd Died the (18) of Juanary by a fall from his horse 1703.

Samuell Mosly the son of Thomas Mosly Died Feabery the 19 170 $\frac{3}{2}$.

Nathanell Wiate Died march the 20 170 $\frac{3}{2}$

Robertt Spur aged about 93 years Died August the 16 1703.

Joshep Feild the Son of Robert Feild Died August the (18) 1703.

Rachall Glover the Daughter of Nathanell Glover Died the of July 1703.

John White the son of James Whit Died the 3 of November 1703.

1704.

Katherene Webb Died Feb the (12) 1704.

Zecariah Merifield Died the (27) of Feb 1704.

Mary Pearce the wife of Thomas Pearce aged 63 years Died the 22 of march 1704.

Eperam Howard Died may the (12) 1704.

Mrs: Mary Capen the widow of mr John Capen senor Died the (29) of June 1704.

Thomas Andrus Died the 6 of august 1704.

John y^e Son of John & Mary George Died Sepr. 21. 1704.

Thomas y^e Son of Richard & Elizabeth George Died Octr. 31st. 1704.

1705.

the Ould widow Wiate Bing 94 years of age and on that hade Layd so many woman that shee was instrmintall for the bringin in to the world on thousant on hundred and ode Children Died the 6 of Febe 1705.
 Nathanell Lyon Died the (15 of march 1705
 the wife of Nathanell Lyon sener Died march the 23 1705
 Elizabeth the wife of Ebnezer Mosly Died the 24 of Aperall 1705
 Sarah the Daughter of Samuelli Trott Died August the 5 1705

1706.

Ebnezer Barbar the Son of James Barbar Died August the (13) 1706.
 James Hawes the Son of James Hawes Died Sept the (6) 1706.
 Mary Browne the Daughter of John Browne Died August the (22) 1706.
 the widow Wood Died the 19 of october 1706
 Thomas Mosly Died the 22 of October 1706
 Thomas Pearce Died the 26 of October 1706
 Enoch Wisell Died the 28 of November 1706.
 John Clap the Son of Samuelli Clap Died the 20 of Feb 1706/7
 Richard George Died Janr. 1st. 1706/7.

1707.

the widow Maxfield aged 86 Died may the 31 1707
 Pactince the Daughter of William Trescote Died may the 9 1707
 the widow Stanton Died may the 13 1707
 Nathanell Clape Died may the 16 1707
 John Capen Died the 8 of June 1707
 Samuelli the Son of Smith Woodard Died June the 10 1707
 Ebenezer Robison was Kieled att Port Royell may the twenty seven 1707.
 Samuelli the Son of Samuelli Tolman Died July the 14 1707.
 the wife of Jonathan Jones Died July the 20 1707.
 John Wales Died October the 17 — 1707
 Decon Preston Died November the (10) 1707
 Nathanell Leedes Died November the (20) 1707
 Samuelli Tolman the Son of Samuelli Tolman Died the 22 of Feb: 1707/8.

1708.

John the Son of Ralph Pope Died the (21) of Feb. 1707/8
 Beniam Stiles the Son of John Stiles Died aprel the 13 1708
 Mary the Daughter of Zeria Wales Died June the 25 1708
 madame Tayler the wife of the Honrable William Tayler Esquer Died August the 26 1708
 The wife of Elder Clape Died october the 8 1708
 Mr. Trote Died october th 1708
 elder Clape Died the 16 of october 1708
 Preservid Capen Died october the 20 1708
 Rest Swift Died November the (3) 1708
 the widow Ball aged about 77 yeares Died the First of December 1708
 Persiliah the Daughter of Dainell Tolman Died Juan the 26 1708/9
 Ruth the Daughter of John Tolman Died march the 5 1708/9
 Thomas the Son of John Andrewes Died march the 19 1708/9
 Samuel Hill Died Janr. 12th. 1708/9.

1709.

Abigail y^e Daughter of John & Haunah Modsley Dyed Augt. 11th. 1709.
 Hannah y^e Wife of John Modsley Dyed Sept. 8th 1709.
 Unice y^e Daughter of James & Meriam Bird Dyed sept 20th 1709.

Mary Goodale y^e Daughter of Mary Pimer Dyed sept 14th 1709.
 Jemimah y^e Daughter of William & Mary Ryall Dyed Novembr y^e 8th 1709.
 Thomas Bird Senr Dyed January 30th 170¹⁰₉
 Unice y^e Daughter of James & Ann Bird Dyed Augtt. 3d. 1709.
 William y^e Son of William Triscott Dyed Decembr 29th. 1709.
 Samuel Hix Dyed Nov: 15: 1709
 The Widdow mrs Elizabeth Mather Dyed Febry 19th 170¹⁰₉
 Sarah y^e Daughter of Samuel Bird & Sarah His Wife Dyed Febuary y^e. 26 — 170¹⁰₉.

1710.

Nathaniel the Son of Jonathan & Sarah Clap Dyed March the 18th 1709/10
 Preserved y^e Son of Preserved & Susanah Capen Dyed the 29th day of may 1710
 Edward y^e Son of Edward Foster dyed augt. 3 1710.
 Mary the Wife of John Preston Dyed the 31st Day of August 1710
 Robertt Stiles Dyed November the 2d. 1710
 Priscilla the Daughter of Samll. & Experiance Tolman Dyed the first day of January 1710/11
 Mary Pond widdow Dyed Febuary: 16. 1710/11
 Abigail the wife of Samuel Chandler dyed feb: 27: 1710/11
 Cicely a Negro of y^e Revd Mr Danforth dyed Decmr. 18. 1710.

1711.

Nathaniel the Son of Jonathan & Sarah Clap Died Augt the 6 — 1711 —
 David the Son of Joseph & Mary Ward Dyed the 27th day of Octr 1711
 Margrett the Daughter of John Preston Dyed march the 15th 1711 —
 John Maudsley Died April 6. 1711
 Rebeckah the Daughter of John & Rebecka Triscot Died octr 21 — 1711.
 Thankful the Wife of Philip Withington: Died Decemr 25: 1711:
 Margrett the Daughter of Thomas and Rebekah Modsley Dyed Sept 2d 1711
 Preserved Baker widow Dyed the 25th Novembr 1711
 John the Son of John Baker and Hannah his wife Dyed Decemr the 30th 1711
 Mrs Susanh Breck Widow Dyed the Eight day of Febry 1711/12
 Jacob Huins Dyed 9th. of novembr 1711
 Jacob Huins y^e son of Joseph and Mehetabell Huins dyed octobr y^e 22 1711
 Katharin y^e Daughter of Noah Beman and Patience his wife dyed y^e 20 october 1711
 Enoch Lyon y^e Son of Peter and Jane Lyon dyed octob 8th 1711
 y^e widow Preserved Baker dyed y^e 25 Novemb 1711
 Sarah y^e Daughter of Noah Beamman and Patienc his wife dyed 3d. of Januay — 1711/12

1712.

Joseph Bird Dyed March the 9th 1711/12
 Mary y^e Daughter of John and Margerett Andrews dyed y^e 26 of May 1712.
 Sarah Trott dyed y^e 27th of May 1712
 Mrs. Sarah Tilestone dyed y^e 26 day of June 1712.
 Abigail Leedes, the wife of Benja Leedes dyed y^e 29 of June 1712.
 Mather Withington y^e Son of Ebenezer Withington and Katharine his wife dyed 18 Sept 1712.
 Joshua y^e son of John Bradley and Tamsin his wife dyed y^e 28th. day of Novber 1712.

y^e widow Anne Spur dyed y^e 12 day of Decenb — 1712.

Samuel Wales dyed 20th day of Jany 1712/13

Michel y^e Son of Abijah Baker and Hannah his wife dyed the 24 of Jan-
uay 1712/13

Mrs Wisswell widow and Relict of mr Enoch Wisswell decesed, dyed
may y^e 31 1712.

Margerett y^e Daughter of Samuel Robinson Junr and Mary his wife
dyed y^e 24th of December 1712

Susanah the wife John Tolman Dyed the 20th day of Febr'y 1712/13

1713.

Henery White Dyed May: 17th: 1713 —

Joseph Butt dyed aprill the — 1713.

Abigail the Wife of Capt. Standfast Foster dyed June 22 1713

Ensign Edward Breck Dyed Sept 3d 1713.

Lusee a Negro Girl of y^e Honorable mr Wm Tailor Esqr. Dyed sept. y^e
28th 1713.

Nehemiah the Son of Barnard Capen and Sarah his wife Dyed the 6th
of october 1713.

Samuel the Son of William Triscott & Mehetable his Wife Died the
28th october 1713.

James White Died November 11th 1713.

Mary the wife of John Robinson Dyed the 22d day of December 1713.

Elizabeth Stiles Widdow Dyed Decemr 6 — 1713.

Sarah the Wife of Doctr Henery Smith Died the 22d day of January
1713/14

Deborah the wife of Robertt Searl Senr Died the 2d day of March
1713/14

the wife of Benjamin Eastie Dyed July 18 — 1713

1714.

Uriah Daughter of Joseph & Judeth Tucker Dyed May the 28 — 1714.

Marcy the Daughter of Samuel Trott and Marcy his Wife Died April
11th 1714

Mary the Daughter of Mary Leadbeter Alies Trott Dyed May the 17th.
1714

Bathshebah Hall Widdow Died May 27th 1714

Prudence the Daughter of Joseph Hall and Silenc his wife Dyed July —

Hannah Lewes Widdow died July 12th. 1714

Sarah the Daughter of Jonathan Hall and Elizabeth his Wife Died July
16. 1714 —

Elizabeth Withington Widdow Died april 18th 1714 —

Elizabeth the Daughter of Samll Tolman and Experiance his Wife Died
augtt 31: 1714 —

Repent the wife of Joshua Pumry Died July the 22 day 1714

Isaac How senr. Dyed septembr. 15th 1714.

Mary the Wife of Samll Robinson Junr died the 27th. day of august
1714.

Anne the Daughter of Ralph Morgan & Anne his wife Dyed sept. 24 —
1714.

Mary the daughter of Preserved Capen and Susanna his Wife died —
octr 16 — 1714

Elizabeth the wife of Mr Hopstil Humfrey Died the 25th day of octr
1714

Doctr Henery Smith Dyed June 10th 1714

Joseph Leeds Senr Dyed January 28th 1714/15

Capen Widdow Died March 4th 1714/15

Prudence the wife of Benjamin Merifield died the 11th. day of March
1714/15

Bristow a Molato of Mr Danforths Died in Infancy on the 3 day of august 1714.

Mr. Thomas Danforth Died in Surinam — on the 18th day of october 1714

Esther y^e Daughter of Eben Jons and Lydia his wife Dyed 22 August 1714.

Annah y^e Daughter of Ralph and Annah Morgan Died Sepr. 24th. 1714.

1715.

Martha y^e Widow of Samuel Hill Died Sepr. 13th. 1715.

Mr. Samuel Blake Son of John Blake and Hannah his wife Died Att Barnstable the 29th day of April 1715.

Noah Beman dyed the 29th day of May 1715.

Mrs. Mary Robison the wife of Mr. Samuel Robison died the 9th day of May 1715

Samuel Chaindler dyed the 20th of May 1715.

Israel How Died y^e 20th novemb — 1715.

Sarah the wife of Desire Clap Died the 4th of January 1715/16

Joseph Triescot son of Joseph Triscot Died 19 March 1715.

Damaris the wife of James Haws Died the 7th of Novemb — 1715

Mary the Daughter of Aaron Bird and Mary his wife Dyed 16 : Decemb 1715.

Mary Hewins widow died the 12th March 1715/16.

John Evens y^e Son of Thomas Evens and Thankfull his wife Died 25 febru 1715/16

Jemima the wife of Edward Foster Died the 29 febru 1715/16

Henry Evens the son of Matthia Even and Sillenc his wife dyed the 6th Sept 1715.

1716.

Thankfull Andrews Died the 4th of July 1716.

Hannah the Daughter of Joshua Pumry and Mary his wife Died the 11 of Sept 1716.

Sarah the Daughter of Mr Nathll Hubbard & Eliz. his wife Dyed april 5th 1716.

Gèorg Bird the son of James Bird and Mirriam his wife Died the 23 July 1716.

Eliphalet y^e Son of Benjamin and Jemima Blakman Dyed sept 8 1716.

Edward White Died the : 17 : of octob 1716.

Thomas Toleman the son of Thomas Toleman and Mary his wife Died the 22 of Decemb 1716.

Joanna Triescott wife of Joseph Triscott Died the 19th of March — 1715/16.

Mary the wife of John Minot Died the : 15th : of February 1716/17

Robert Searle (who was Town Clerk many years) Died the 7th of February 1716/17.

1717.

John the son of Charles King and Mary his wife Dyed the 10th. of Sept 1717

Rebecca the Daughter of William Triscot and Mehetabel his wife died the 26th. of Novemb Anno 1717.

Henery Bayly Dyed Novr y^e 12th 1717.

Capt Roger Billings Died the 27 day of January Anno 1717/8.

Capt Ebenezer Billinge Esqr. Died the 25 day of January Anno 1717/8.

Matthias Puffer Dyed the 9th of May Anno 1717.

Samuel Hall Dyed the 3d of January Anno 1717/8.

James the Son of John and Tubitha Cocks Dyed Febr 25 1717/8

Thankful the Wife of Richard Smith Dyed the 11 day of January 1717/1718

Richard Hixson dyed January 28th 1717/8
 Ebenezer Williams Dyed Feb. 8th 1717/8 & his wife dyed y^e 26 day of
 Feb — 1717/8
 Hannah the Wife of John Glover Dyed the 22d of February 1717/8
 Benjamin the son of John Glover Dyed the 19th. day of February
 1717/8
 William the Son of mr Nathaniel Hubbard Esqr. & Elizabeth his wife
 Dyed Decemr 7th 1717

1718.

John Blake Deacon Dyed March 2d. 1717/8
 Benjamin Leeds Dyed March 13th 1717/18
 James Haws Dyed April 12th 1718
 Mary the Wife of Joshua Pumry & Daughter of John & Hannah Blake
 Dyed march 19th 1717/8
 Nathanell Lyon Dyed september: 5th 1718
 Mary the Wife of Charles King and Daughter of Ebenezer Holmes
 Dyed september 7th 1718.
 Rebecka the Daughter of Ebenezer & Sarah Dunton Dyed september
 the 12: 1718
 John Minot Dyed March the 21st 1717/8
 Mary Robinson widdow Dyed March y^e 13th 1717/8
 Ebenezer the Son of Charles King dyed sept. 14th 1718
 Mr. Samuel Robinson Dyed september 16th 1718.
 John Lewes Dyed september 10th 1718.
 Thomas Tolman Dyed y^e 12th day of september 1718 and in the 85th
 year of his age
 Mary the Daughter of Nathaniel Lyon Decd Dyed the 29th Day of sep-
 tember 1718
 Martha the Daughter of John Brown & Mary his wife Dyed Decémbér
 5th 1718
 Ruth Hall Widdow of Samll Hall Late Decd and Daughter of Elder
 Hopestil Clap Dyed Decemr. 13th. 1718.
 Hopstill Hall y^e Son of Jonathan Hall & Elizabeth his wife Dyed
 November y^e 13th 1718
 Jonathan Hall Dyed December y^e 29th. 1718 & in y^e 60th year of his
 age
 Comfort the Son of Comfort Foster & Ellener his wife Dyed November
 30th 1718
 Hannah Spywood an Indian woman of Mr Joseph Morse Dyed July 1st
 1718
 John the Son of Mr Joseph Morse & Amitee his wife Dyed Sept 9th
 1718
 Henery Crane Dyed December y^e 25th 1718
 Elizabeth the wife of Lewis Corby Dyed the 21st day of December
 1718

1719.

Thankfull Bird widdow Dyed Aprill 11th. 1719.
 Mary the wife of Robert Field Dyed april 2d. 1719.
 Ebenezer the Son of John Bradly & Tamsen his Wife Dyed Sudenly
 by Drowning at y^e Creek caled Waleses Creek on the 8th day of July
 1719.
 Benjamin the Son of Timothy Tilstone & Hannah his wife Died august
 5th 1719.
 Elder Hopestill Clap Departed this Life In the 72d year of his age & on
 y^e 2d day of sept. 1719.
 Robert Field Dyed the 2d day of sept. 1719.
 Samuel the Son of John Maxfield & Elizabeth his wife Dyed September
 the 25th 1719.

Mehitable y^e Daughter of Robert Field and Anne his wife Dyed September 21st 1719.

William the Son of Nathl Hubbard Esqr & Elizabeth his wife Dyed December 2d. 1719.

Charles Davenport Dyed Febry 1st 1719/20.

James Trott Died Sepr. 27th. 1719.

1720.

Samuel Capen Dyed april 19th 1720.

Thomas Tilestone Son of Thomas & Mary Tilestone dyed May 29th in y^e 20th year of his age 1720

Jonathan the Son of Ebenezer & Mary Topliff Dyed the 28th day of May 1720.

Samuel the Son of John Preston & Elizabeth his wife Dyed the 2d day of June 1720.

Miriam Leeds Widdow Dyed august 23d. 1720.

Mary the Wife of John Tolman dyed august 25 1720

Thomas the Son of James Blake & Wait his wife Dyed the 3d day of Novemr. 1720.

Caleb the Son of Thomas Tilestone and Mary his wife Dyed January y^e 2d 1720/1

1721.

Presarved the Son of Presarved Capen & Susanah his wife Dyed the 18 of April 1721.

Hanah Ware dyed 20th of April 1721.

Nathaniel & Elizabeth Son and daughter of John & Mary Stils dyed January y^e 9th 1721/22.

Joseph Stiles Son of John & Mary Stiles dyed 17th of January 1721/22.

Ebenezer Taplif dyed the fifth of february 1721/22

Samuel Payson dyed the 21 of Novem 1721.

Edward Payson dyed 29 of January 1721.

Samuel Brown dyed y^e 21 of february 1721.

Nathaniel Butt Dyed December y^e 10th 1721.

Cristian y^e wife of John Cox Dyed Decemr. 17th 1721.

John Hopen Dyed March 19th 1721/2

Mathew Pimer Dyed January 18th 1721/2

1722.

Mrs. Elisabeth Danforth wife of the Revd Mr John Danforth Dyed July 6 — 1722 about y^e 59th year of her age

Elijah the Son of Preserved and Susana Capen Dyed august the first 1722

Elisabeth Clap y^e widdow of Nathl Clap decd Dyed the 4th day of september 1722

James a Negro of Wm Tailor Esqr Dyed Octr 10th 1722.

Thomas y^e son of Benjamin Bird & his wife Died October the 27th 1722.

Elisabeth White Widdow Dyed Novr. 19 — 1722.

Elder Samuel Topliff Dyed october the 12th 1722 in the 77th year of his age.

Samuel the Son of John and Jane Blakman Dyed the of Decemr 1722 —

Henery Leadbetter Senr. Dyed April 20th : 1722

Mrs. Bathshebee Marsh Dyed January y^e 8th 172 $\frac{3}{2}$

Elisabeth Bradley Dyed January y^e 24th 1722 or 3.

Sarah the wife of Consider Leeds & Daughter of Jonathan Joans Dyed February 25th 172 $\frac{3}{2}$

Magdalen the wife of Joseph Royall Dyed the 24th day of aprill 1722

John the Son of John Wales and Ruth his wife Dyed March the 4th
172 $\frac{3}{2}$
Ebenezer y^e Son of Ralph & Annah Morgan Died March 31st 1722.

1723.

Allexander the Son of Allexander and Mary Soper Dyed April
1723 by Drowning
Elisabeth Weeks Dyed March the 172 $\frac{3}{2}$
Abigail the wife of Elder Daniel Preston Dyed april 29. 1723.
Miriam the wife of James Bird Dyed May 2d 1723.
James the Son of Preserved Capen & Susanna his wife Dyed June the
22d 1723
Preserved the Son of John Preston Dyed July the 13th 1723 being
Drownd. In a Creek on Squantom Marsh —
Inereas the Son of Inereas & Sarah Leadbetter Dyed March the 18th
172 $\frac{3}{2}$
James Bird Senr Dyed September the 1st 1723
Ann Bird Widdow of James Bird Dyed sept. 21. 1723.
Jonathan Wales the son of the widdow Hannah Wales Dyed —
Tamsen the wife of John Bradley Dyed Augt 7: 1723.
Priseilla Bird Daughter of James & Ann Bird Dyed september the 24th
1723
Mary the Daughter of Thomas & Mary Bird Dyed september the 25th
1723
Doreas the wife of Ebenezer Davenport Dyed the of 1723
George Lyon Son of Thomas & Johanna Lyon Dyed December the 20th
1723
Abigail Searl Daughter of Jabiz & Thankfull Searl Dyed December the
21st 1723
James Bishop Dyed Deeember the 1723
Deacon Jonathan Clap Dyed January y^e 2d 1723/4
Barnard Capen Dyed January the 8th 172 $\frac{4}{3}$
Lieut. Samuel Clap Dyed January 30th 1723/4
Nathaniel Glover senr. Dyed Janry. 6th 1723/4
Samuel Joans Dyed Deeember y^e 30th 1723
Mary Mawdsley, Widow of Thomas Mawdsley Senr. Died y^e Day
of Apr. 1723

1724.

Abigail Ball Dyed Mareh the 19th 1723/4
Thomas the Son of James Blake and Wait his wife Dyed the 3d day of
April 1724.
the Widdow Sarah Capen senr Dyed June y^e 2d 1724.
Ann the Daughter of John & Sarah Wiswell Dyed april y^e 5th 1724
Mary the Daughter of Samuel Humfrey & Elisabeth his wife Dyed the
22 day of may 1724.
Samuel Trott Dyed august the
Merey the Daughter of John Tolman & Elisabeth his wife Dyed septem-
ber 14th 1724
Jabiz Searl dyed July the 31st 1724.
Mindwel the wife of Abiel Bird Dyed December the 19th 1724 & in the
52d year of her age
Thomas Tolman (Eldest Son of Thomas Tolman and Experiance Tol-
man, Dyed Febry 3d 1724/5
Samuel Son of Samuel Paul & Abigail his wife Dyed Febuary y^e 22d
1724/5
Sarah Richards Daughter of Charles & Susanna Richards Dyed Febuary
y^e 27th 1724/5.
Sarah How the wife of Abraham How Dyed the 22d day of september
1724

Elizabeth Hubbard Wife of Nathanael Hubbard Esqr. Died Decemr. 21st. 1724.

Mr. William Royal Died Novr. 7th. 1724.

Johannah y^e Daughter of Aaron Bird & Mary his Wife Died May 1724.

1725.

Richard Evens, Aged about 86 years Died March 10th. 1724/5

Samuel y^e Son of Samuel Bird & Sarah his Wife, Died April 9th. 1725.

John Brown Died May 14th. 1725

Abigail y^e Daughter of Benjamin Bird & Johannah his Wife, Died Septemr. 24th. 1725

Thomas y^e Son of James Blake Junr. & Wait his Wife, Died October y^e 3d. 1725.

Elizabeth y^e Daughter of Samuel Bishop & Abigail his Wife Died December 8th. 1725.

Moses y^e Son of Hezekiah Gay & Jemimah his Wife died December 14th. 1725.

Hannah y^e Wife of Samuel Smith, and Daughter of John Blackman, Died December 10th. 1725.

Sarah Blakman, Daughter of John Blackman, Died February 11th. 1725/6.

Nathanael y^e Son of John Glover & Mary his Wife, Died Decr. 5th. 1725.

Hannah y^e Daughter of Samuel Bird & Sarah his Wife Died Febr. 26th. 1725/6.

Elder Daniel Preston Died March y^e 13th. 1725/6. being in y^e 77th. year of his age.

Elizabeth Glover Died Apr. 11th. 1725.

Elizabeth Moseley the Daughter of Ebenezer Moseley Junr. & Elizabeth his Wife Died June 1725.

1726.

Seth y^e Son of Charles Wintworth & Bethiah his Wife Died Novr. 1st. 1726.

Capt. Samuel Paul Died Aug. 25th. 1726.

Joseph Damman Died Aug. 28th. 1726.

Samuel Withington Died Decr. 15th. 1726.

Samuel y^e Son of George Payson & Mary his Wife Died y^e 24th. of Febr. 1726/7.

Jane y^e Wife of Charles King Died January 24th. 1726.

Experience y^e Wife of Samuel Tolman Died Apr. 9th. 1726.

Elizabeth Tolman Widow of Thomas Tolman Died Decr. 15th. 1726.

Ezra y^e Son of James & Silence Swift Died y^e 9th. Day of February 1726/7.

1727.

Mehetabel Daughter of y^e Revd. Mr. John Danforth Died May 1st. 1727.

Dorcas y^e Wife of Ichabod Maxfield Died Apr. 24th. 1727.

Ceser a Negro of y^e Honble. William Tailor Esqr. Died May 2d. 1727.

Mehetabel y^e Wife of William Trescott Died October 2d. 1727.

Elizabeth y^e Daughter of John Capen and Elizabeth his Wife Died Febr. 2d. 1727/8.

Elizabeth y^e Wife of Samuel Leeds Died April 14th. 1727.

1728.

Elizabeth y^e Wife of Samuel Humfrey Died Marche y^e 6th. 1727/8.

James y^e Son of Samuel Capen Tertius & Deborah his Wife Died Mar. 7th. 1727/8.

Mrs. Patience Topliff Reliet Widow of Elder Samuel Topliff Died Sepr. 8th. 1728. in y^e 76th. year of her Age.
 James Bird Died Sepr. 15th. 1728.
 Annah y^e Wife of Robert Field Died Novemr. 13th. 1728.
 Joseph y^e Son of Joseph & Abigail Treseott Died November 15th. 1728.
 Hannah y^e Widow of Isaac How Senr. Died Deer. 20th. 1728.
 Joseph y^e Son of Jonathan Chandler Died Octr. 11th. 1728.
 John Danforth Jur. y^e Son of y^e Revd. Mr. John Danforth Pastor of Dorchester Died March 2d. 1728/9. Aged 40 Years Compleat; 41 years Current; being Born Janr. 26th. 1688/9.
 Ebenezer Withington Died Febr. 11th. 1728/9.
 Ebenezer Moseley the Son of Ebenezer Moseley Junr. & Elizabeth his Wife, Died August 18th. 1728.
 Elizabeth Moseley the Daughter of Ebenezer Moseley Junr. and Elizabeth his Wife Died August 3d. 1728.

1729.

Hannah Humfrey y^e Wife of Mr. Hopestill Humfrey Dyed May 16th. 1729.
 Hannah y^e Widow of William Blake Died August 4th. 1729, in y^e 91st. Year of her Age.
 Silance y^e Wife of Matthias Evans Died August 3d. 1729.
 Jonathan Hall Died Octr. 13th. 1729.
 Samuel y^e Son of Samuel Paul & Abigail his Wife Died September y^e 22d. 1729.
 William y^e Son of Joseph Bass & Elizabeth his Wife died January 24th. 1729/30.
 Joseph Blackman y^e Son of John Blackman Died July 6th. 1729.
 Christian y^e Daughter of Ebenezer Cox & Thankfull his Wife Died Octr. 12th. 1729.
 Susannah y^e Daughter of John Blackman Jur. & Susannah his Wife Died July 3d. 1729.

1730.

Experiene Weeks y^e Daughter of Joseph Weeks & Sarah his Wife Died Apr. 14th. 1730.
 Abigail y^e Daughter of John Glover & Lydia his Wife, Died May 15th. 1730.
 Consider Jones Died June 17th. 1730.
 The Revd. Mr. John Danforth Pastor of y^e Church in Dorchester Deceased May 26th. 1730. In y^e 70th. Year of his Age.
 Ruth y^e Daughter of Benjamin Bird and Johannah his Wife Died Sepr. 15th. 1730.
 Elizabeth y^e Wife of Thomas Wier Died October 11th. 1730.
 Susannah y^e Daughter of Jonas Humfrey & Susannah his Wife Died Sepr. 12th. 1730. Aged one year & Eleven Months.
 Isaac Humfrey Junr. Died October 23d. 1730.
 Elizabeth y^e Daughter of Samuel Capen Tertius & Deborah his Wife Died January 31st. 1730/31.
 Hannah Glover Died August 20th. 1730.
 Ann y^e Daughter of Thomas Glover & Elizabeth his Wife Died March 4th. 1730/31.
 Priscilla y^e Daughter of Ralph & Annah Morgan Died July 1730.

1731.

Mr. Hopestill Humfrey Died March 22d. 1730/31. In y^e 82d. Year of his Age.
 Sarah y^e Wife of Jonathan Jones Died June 30th. 1731.

Silenee Mawdsley Died Octobr. 20th. 1731.
 Job the Son of Ebenezer Wiswell & Ann his Wife Died Novr. 6th. 1731.
 Rebecea y^e Widow of Richard Evans Died Febr. 2d. 1731, in y^e 85th.
 year of her age.
 Mrs. Susannah Clap y^e Widow of Elder Hopestill Clap departed this
 Life Mareh 2d. 1731/2 being about 80 years of age.
 Meriam y^e Daughter of Moses Billing and Meriam his Wife Died March
 19th. 1731/2.
 John Humfrey Died May 31st. 1731.
 Ralph y^e Son of Thomas Blackman and Mary his Wife Died Janr. 18th.
 1731/2.
 The Honble. William Tailor Esqr. Lieut. Governour &c. Died Mareh
 1st. 1731/2.
 Ann y^e Widow of Isaee Jones Died January 20th. 1731/2.
 Thomas Stanton Died Febr. 25th. 1731.
 Widow Mary Bireh Died Sepr. 20th. 1731.
 Thankfull y^e Wife of Joseph Pierce & Daughter of Joseph & Sarah
 Weeks Died May 2d. 1731.
 Hannah Wales y^e Widow of Mr. Samuel Wales Died June 1st. 1731.

1732.

Sarah y^e Daughter of John Bradley & Sarah his Wife Died April 29th.
 1732.
 Anna y^e Wife of Mr. James Foster Died Sepr. 29th. 1732. In y^e 68th.
 Year of her age.
 Mr. James Foster Died Octr. 4th. 1732, in the 82d. Year of his Age.
 Deaeon James Blake Died Octr. 22d. 1732, in y^e 81st. Year of his Age.
 Joseph Andrews Died Novr. 28th. 1732.
 Elijah y^e Son of Ebenezer Jones Junr. Died November 8th. 1732.
 Sarah Evans y^e Daughter of Matthias Evans Died February 18th. 1732.
 Mary y^e Wife of Ebenezer Holmes Died October 18th. 1732. In y^e 74th.
 year of her Age.
 Elizabeth y^e Wife of John Beighton Died Decr. 5th. 1732. In y^e 50th.
 year of her Age.
 Smith Woodward Died Febr. 5th. 1732.
 Mr. John Bird Died August 2d. 1732, Aged 90 years & 6 months.
 Mr. Ephraim Payson Died Octr. 18th. 1732.
 Mrs. Waitstill Royal Widow of Mr. Isaee Royal Died Novr. 29th. 1732.
 James Barber Died Octr. 1732.
 Mrs. Torry Died Octr. 1732.
 Joseph Moseley the Son of Ebenezer Moseley Junr. and Elizabeth his
 Wife Died October 8th. 1732.

1733.

Mary y^e Daughter of Jerijah Wales Died April 11th. 1733.
 John Capen Died April 5th. 1733, In y^e 48th. year of his Age.
 Joseph y^e Son of Benjamin & Johannah Bird, Died December 24th.
 1733.
 Hannah y^e Daughter of James & Sarah Trott Died Janr. 12th. 1733/4.
 Mary y^e Daughter of Joseph Viles & Sarah his Wife Died March 20th.
 1733/4.
 Samuel Morgan Son of Ralph Morgan Died at Jamaico March 15th.
 1733/4.
 Mr. Samuel Capen Died May 19th. 1733, in y^e 85th. Year of his Age.
 John Woodward Died Decr. 5th. 1733.
 Sherebiah Butt Died Decr. 30th. 1733.
 Mary y^e Wife of Nicholas Williams Died March 1733/4.

1734.

Hopestill y° Son of Jonas Humfrey & Susannah his Wife Died March 30th. 1734.
 Jonathan y° Son of Richard & Mary Hall Died March 13th. 1733/4.
 John Leeds Died y° 17th Day of Sepr. 1734.
 Elizabeth y° Wife of William Withington Died Octr. 9th. 1734.
 James Baker Died Aug. 24th. 1734.
 George Payson Died Novr. 5th. 1734.
 Jonathan y° Son of Richard & Mary Hall Died Janr. 26th. 1734/5.
 Elizabeth y° Daughter of Samuel Durant & Elizabeth his Wife Died Sepr. 22d. 1734.
 John y° Son of John Bradley Junr. & Hannah his Wife Died June 6th. 1734.
 Mary y° Wife of Samuel Leeds Died August y° 19th. 1734.
 Elizabeth y° Daughter of Jonathan Davis & Sarah his Wife Died Sepr. 16th. 1734.
 Isaac Royal Son of Joseph & Magdalene Royal Died April 4th. 1734.
 Daniel y° Son of Ebenezer Clap Junr. and Hannah his Wife Died June 19th. 1734.
 Mr. Samuel Robinson Died March 30th. 1734.
 Sarah y° Wife of Increase Leadbetter Died June 16th : 1734.

1735.

John Clap Died June 12th. 1735.
 Ebenezer Paul Junr. Died Aug. 18th. 1735.
 Hannah y° Wife of Ebenezer Paul Died August 26th. 1735.
 Sarah y° Daughter of John Barber and Mary his Wife Died Sepr. 17th. 1735.
 Susannah y° Daughter of Jonas Humfrey & Susannah his Wife Died Octr. 29th. 1735.
 Elizabeth Trescott y° Daughter of Mr. John Trescott and Rebeca his Wife Died Octr. 6th. 1735.
 John y° Son of John Bradley Junr. & Hannah his Wife Died Febr. 2d. 1735.
 Comfort Foster Died Janr. 30th. 1735/6.
 Jane y° Wife of John Blackman Died August 8th. 1735. Aged about 76 Years.
 Isaac Humfrey Died Janr. 12th. 1735/6. in y° 84th. Year of his Age.
 Ebenezer Jones Died Octr. 4th. 1735. in y° 75th. Year of his Age.
 Johannah y° Wife of Thomas Lyon Died August 18th. 1735.
 Elizabeth the Wife of David Hall Died March 11th. 1735/6.
 Francis y° Son of Francis Price Junr. & Mercy his Wife Died Febr. 7th. 1735/6.
 Samuel y° Son of Benjamin Clap & Hannah his Wife Died Octr. 4th. 1735.
 Israel y° Son of John Wiswell Junr. & Mary his Wife Died Decr. 28th. 1735.
 Sarah y° Wife of Joseph Weeks Died Febr. 12th. 1735/6.
 Stoughton Danforth Died Novr. 1735.

1736.

Samuel y° Son of Samuel Pierce & Abigail his Wife Died Apr. 4th. 1736.
 Hannah Patten y° Daughter of William Patten Died May 11th. 1736.
 Ruth y° Daughter of John Bradley Junr. & Hannah his Wife Died April 14th. 1736.
 Henry y° Son of Samuel Jones Died May 7th. 1736.

Dorcas y^e Daughter of John Brown and Mary his Wife Died May 7th. 1736.

Mr. Mather Withington y^e Son of Mr. Ebenezer Withington Died Apr. 28th. 1736. In y^e 22d. Year of his Age.

Ebenezer y^e Son of Daniel Tolman Junr. & Mary his Wife Died July 18th. 1736.

Elizabeth the Daughter of Benjamin & Johannah Bird Died Sepr. 12th. 1736 in y^e 16th. Year of her Age.

Jane y^e Daughter of Thomas & Thankfull Evans Died May 26th. 1736.

Mr. Philip Withington Died Decr. 27th. 1736.

Mr. Timothy Tilestone Died Janr. 4th. 1736/7 in y^e 74th Year of his Age.

Waitstill y^e Wife of Ebenezer Jones Died November 5th. 1736, in y^e 48th. year of her Age.

Josiah y^e Son of Josiah & Relief Blake Died March 15th. 1736/7.

Mary y^e Daughter of Josiah & Mary Blackman, Died May 7th. 1736.

Margaret y^e Daughter of John Blackman Junr. & Susannah his Wife Died April 19th. 1736.

Mary y^e Daughter of Capt. Robert Spur Junr. and Jemima his Wife Died Novr. 5th. 1736

Elizabeth y^e Wife of John Pierce Junr. Died Sepr. 19th. 1736 Aged 23 Years.

John Trott Died Octr. 2d. 1736.

Elijah Danforth Esqr. Died Octr. 9th. 1736.

1737.

Richard Haws Died June 25th. 1737, in y^e 64th. Year of his Age.

Lemuel y^e Son of Capt. Robert Spur Junr. & Jemima his Wife Died July 28th. 1737.

Ebenezer Paul Died Octr. 13th. 1737. In y^e 58th. Year of his Age.

John y^e Son of John & Elizabeth Capen Died Novr. 4th. 1737.

Francis Price Died y^e 3d. Day of February 1737/8. in y^e 64th. year of his Age.

Martha y^e Wife of Thomas Pimer Died February y^e 19th. 1737/8.

Samuel y^e Son of Samuel Pierce and Abigail his Wife Died Febr. 25th. 1737.

Bathsheba Hall Died Novr. 7th. 1737.

Mrs. Susannah Capen Relict Widow of Mr. Samuel Capen Died Febr. 3d. 1737/8, in y^e 83d. year of her age.

Joseph y^e Son of Jonathan Payson & Ann his Wife Died Decr. 4th. 1737.

Martha Pimer y^e Wife of Thomas Pimer Died February 19th. 1737/8.

Sarah y^e Daughter of Hopestill Leeds and Sarah his Wife Died March 18th. 1737/8.

Isaac Boynton Died March 1737/8.

Benjamin Cheney Died Decr. 17th. 1737.

Increase Leadbetter Died Novr. 10th. 1737.

Abigail y^e Wife of Obadiah Swift Died March 19th. 1737/8.

1738.

Samuel Tolman Died May 18th. 1738.

Thankfull Woodward Widow of Smith Woodward Died June 15th. 1738.

Mrs. Elizabeth Spur y^e Wife of Robert Spur Esqr. Died July 27th. 1738, in y^e 73d. Year of her Age.

Mary Pimer y^e Widow of Matthew Pimer Died October 13th. 1738, in y^e 74th. Year of her Age.

Mr. Joseph Blake Died Febr. 1st. 1738/9, in the 72d. Year of his Age.

John y^e Son of Ebenezer Clap Junr. & Hannah his Wife Died Febr. 19th. 1738.

Elijah y^e Son of Ebenezer Wiswell & Ann his Wife Died Janr. 16th. 1738.

Robert Spur Esqr. Died January y^e 16th. 1738/9 in y^e 78th. Year of his Age.

Priscilla y^e Daughter of Ebenezer Bird & Priscilla his Wife Died Novr. 20th. 1738.

Mary Kilton Wife of Jonathan Kilton Died May 7th. 1738, In y^e 40th. Year of her Age.

Johannah y^e Widow of Joseph Bird Died August 8th. 1738.

1739.

Sarah y^e Daughter of John & Mary Barber Died April 26th. 1739.

Joshua Sever Died Sepr. 24th. 1739.

Ebenezer y^e Son of Ebenezer & Submit Davenport, Died Decr. 30th. 1739.

William Patten Died Janr. 26th. 1739, by being Drowned in Neponsit River.

Samuel y^e Son of Samuel Sever & Hannah his Wife Died Janr. 13th. 1739.

Rachel y^e Daughter of John & Sarah Wiswell Died Octr. 15th. 1739.

David y^e Son of Jonas & Susannah Humfrey Died February 23d. 1739/40.

Priscilla Foster y^e Wife of James Foster Died March 6th. 1739/40, in y^e 47th. Year of her Age.

Ephraim y^e Son of Jonathan & Ann Payson, Died December 23d. 1739.

Ebenezer y^e Son of John White & Hannah his Wife Died Decr. 23d. 1739.

Anna y^e Wife of David Hall Died February 23d. 1739.

Abigail y^e Daughter of Matthias Evans Junr. & Waitstill his Wife Died Janr. 16th. 1739.

Phebe y^e Wife of John Cole Died December 27th. 1739.

Mary y^e Wife of Josiah Blackman Died October 1739.

Widow Barber late Wife of James Barber Died Dccember 1739.

Jonathan Jones Died Sepr. 12th. 1739.

Katharine y^e Widow of Ephraim Payson Died May 25th. 1739.

Widow Elizabeth Hemingway Died Sepr. 20th. 1739.

Ann y^e Daughter of Capt. Robert Spur died Novr. 13th. 1739.

John Maxfield died March 21st. 1739/40

Sarah Blake the Daughter of Ebenezer and Relief Blake Died Decr. 29th. 1739.

1740.

Nicholas Williams Died May 9th. 1740.

Esther y^e Daughter of Elisha Davenport & Rachel his Wife Died May 20th. 1740.

Matthew Pimer Died April 2d. 1740.

Hannah Weeks Daughter of Joseph Weeks Died June 9th. 1740.

Thomas y^e Son of Thomas & Mary Wells Died July 13th. 1740.

Ebenezer y^e Son of John White & Hannah his Wife Died Novr. 5th. 1740.

Hannah y^e Daughter of Benjamin & Hannah Clap Died October 21st. 1740.

John y^e Son of Samuel & Elizabeth How Died Sepr. 12th. 1740.

Mr. Ebenezer Maudsley or Moseley Died Sepr. 19th. 1740.

Hannah y^e Daughter of John Humfrey & Ruth his Wife Died May 18th. 1740.

1741.

Ebenezer Wales Son of Jerijah & Sarah Wales Died Apr. 21st. 1741.

Elizabeth y^e Daughter of Ebenezer Clap Junr. & Hannah his Wife Died June 22d. 1741.

Rebecca y^e Wife of John Trescott Died August 1st. 1741: In y^e 90th. Year of her Age.
 Beulah Foster Daughter to James & Priscilla Foster Died August 18th. 1741.
 Abigail y^e Daughter of Samuel and Abigail Pierce Died October 4th. 1741, being Four Years & Twenty nine Days old.
 Elizabeth y^e Daughter of Ebenezer & Hannah Clap Junr. Died Decr. 18th. 1741.
 John Trescott Died January 22d. 1741: in y^e 91st. year of his age.
 Preserved Williams Died Febr. 12th. 1741.
 John Blackman Senr. Died Febr. 27th. 1741/2. In y^e 86th Year of Age.
 Ebenezer y^e Son of y^e Revd. Mr. Jonathan Bowman & Elizabeth his Wife Died Apr. 1. 1741.
 Joseph Cunningham Died Apr. 1741.

1742.

Samuel y^e Son of John White & Hannah his Wife Died June 2d. 1742.
 Sarah Billing Widow of Capt. Roger Billing Died Sepr. 19th. 1742. In y^e 85th. Year of her Age.
 Israel Hill Died December 5th. 1742; In y^e 64th. Year of his Age.
 Hannah y^e Daughter of Ebenezer & Ann Wiswell Died Sepr. 16th. 1742.
 Mary y^e Daughter of Moses Billing & Miriam his Wife Died Novr. 23d. 1742.
 Sarah y^e Daughter of Jonas & Susannah Tolman Died February 11th. 1742/3.
 John Cox Died Novr. 23d. 1742, in y^e 85th. Year of his Age.
 Elizabeth y^e Widow of John Maxfield Died Janr. 23d. 1742/3.
 Mr. John Robinson Died Febr. 6th. 1742/3. In y^e 68th. year of his age.

1743.

James y^e Son of Jonas & Susannah Tolman, Died April 16th. 1743.
 Bathsheba Lyon Died June 26th. 1743.
 Sarah y^e Daughter of Hopestill Leeds and Sarah his Wife Died Sepr. 8th. 1743.
 William Clap Died Octor. 2d. 1743.
 John y^e Son of Hopestill Withington and Mary his Wife Dyed Sepr. 30th. 1743.
 Jacob Humfrey Died Novr. 19th. 1743, in y^e 44th. Year of his Age.
 Ebenezer Williams Died Novr. 1st. 1743.
 Hannah y^e Daughter of Jonas & Susannah Humfrey Died Janr. 23d. 1743/4
 Joseph y^e Son of Edward Breck & Sarah his Wife Died October 17th. 1743.
 Mr. John Pierce Died Janr. 27th. 1743/4 in the 77th. year of his Age.
 Abigail y^e Daughter of Capt. Daniel Preston & Mary his Wife Died Octr. 9th. 1743, in y^e 15th. year of her Age.
 Samuel y^e Son of Capt. Daniel Preston & Mary his Wife Died Octr. 11th. 1743. in y^e 13th. year of his Age.
 Ephraim y^e Son of Mr. Jerijah Wales died June 30th. 1743. by a fall from one of y^e Beams, in Raising y^e Meetinghouse in Dorchester.
 Relief y^e Widow of Mr. Henry Leadbetter Died July 7th. 1743.
 Elizabeth y^e Widow of Nathanael Butt Died October 20th. 1743.

1744.

Nathanael y^e Son of William and Deborah Withington Died Octr. 12th. 1744.
 William Withington Died Janr. 4th. 1744/5, in y^e 53d. year of his Age.

Sarah Corey Died Febr. 20th. 1744.

Ephraim y^e Son of Jonathan & Ann Payson, Died December 21st. 1744.

George Minot Died Novr. 10th. 1744 Aged 41 Years.

Samuel Jones Died Janr. 29th. 1744 in y^e 63d. Year of his Age.

Jerijah Wales Died Febr. 20th. 1744/5 Aged almost 66 years.

Lydia Jones Relict Widow of Ebenezer Jones, Died January 1st. 1744/5.

Jerusha the Wife of Thomas Harris Died October 21st. 1744.

Daniel Preston Junr. Son of Capt. Daniel Preston & Mary his Wife Died Apr. 4th. 1744, in y^e 23d. Year of his Age, by the Accidental firing of a Gun.

Samuel Leeds Died March 16th. 1744/5, in the 66th. year of his Age.

Caleb y^e Son of Caleb Bradley & Anna his Wife, died Febr. 3d. 1744/5.

Mary Kilton y^e Daughter of Jonathan Kilton Died August 25th. 1744, In y^e 26th. Year of her Age.

Mr. Ralph Pope Died Febr. 2d. 1744/5.

BIRTHS.

1745.

Mary the Daughter of John White & Hannah his Wife, was Born April 28th. 1745.

John y^e son of Edward Capen & Patience his Wife, was Born May 23d. 1745.

Ann y^e Daughter of Consider & Margaret Leeds, was Born May 10th. 1745.

Samuel y^e Son of Nathanael & Sarah Clap, was Born July 13th. 1745.

Ezra y^e Son of Jonathan & Jane Clap was Born August 15th. 1745.

Nathanael y^e Son of Richard & Ziporah Evans was Born April 5th. 1745.

William the Son of Ebenezer Clap Junr. & Hannah his Wife was Born Aug. 8th. 1745.

Ebenezer y^e Son of Ebenezer & Submit Davenport was Born July 19th. 1745.

Silence y^e Daughter of Benja. & Silence Tilson was Born July 17th. 1745.

Ebenezer y^e Son of Ebenezer & Mary Tolman was Born Aug. 26th. 1745.

William y^e Son of Jonathan & Elizabeth Bradley was Born June 9th 1745.

Elizabeth y^e Daughter of Hopestill & Mary Withington was Born Aug. 3d. 1745.

Ephraim y^e Son of Jerijah & Elizabeth Wales was Born September 24th 1745.

Rachel y^e Daughter of Alexander & Sarah Glover was Born Octr. 1st. 1745.

William y^e Son of Josiah Meroth & Thankfull his Wife was Born Octr. 5th. 1745.

Hannah y^e Daughter of Richard and Mary Hall was Born Sepr. 20th. 1745.

Ruth y^e Daughter of John Tolman Junr. & Hannah his Wife was Born Novr. 5th. 1745.

Samuel y^e Son of Robert & Jane Capen was Born Sepr. 20th 1745.

Samuel y^e Son of Samuel & Thankfull Leeds, was Born Janr. 8th. 1745.

Jemima y^e Daughter of Timothy and Abiel Foster, was Born Janr. 21st. 1745.

James y^e Son of Abijah & Elizabeth White was Born Febr. 10th. 1745.

Ezra y^e Son of Joseph & Susannah Whiston was Born Sepr. 21st. 1745.
 Jerusha the Daughter of Thomas & Elizabeth Glover, was Born May 20th. 1745.
 Ambrose y^e Son of Elisha & Rachel Davenport was Born Janr. 3d. 1745.
 Hannah y^e Daughter of John & Ruth Maxfield was Born Janr. 7th. 1745.
 James y^e Son of James Crossman & Sarah his Wife was Born March 21st. 1745.
 Robert y^e Son of Francis Price and Mercy his Wife, was Born Novr. 23d. 1745.
 Edward y^e Son of Edward and Elinor White, was Born Febr. 25th. 1745.
 John y^e Son of John & Mary Lowder, was Born Janr. 1st. 1745.
 Mary the Daughter of Ebenezer Bird & Priscilla his Wife was Born Decr. 21st. 1745.
 Jonathan the Son of William and Hannah Holden was Born Decr. 21st. 1745.
 Sarah y^e Daughter of Samuel and Mercy Jones was Born July 17th. 1745.

1746.

Sarah y^e Daughter of Caleb & Anna Bradley was Born Apr. 8th. 1746.
 Abraham y^e Son of Samuel & Elizabeth How was Born April 21st. 1746.
 Unite y^e Son of John & Susannah Blackman was Born April 3d. 1746.
 Elizabeth the Daughter of John & Elizabeth Pierce, was Born Apr. 28th. 1746.
 Samuel y^e Son of Josiah and Charity Capen, was Born Apr. 21st. 1746.
 Sarah y^e Daughter of Zebadiah & Sarah Williams was Born April 14th. 1746.
 Sarah y^e Daughter of Aquila Tolman & Waitstill his Wife, was Born Aug. 3d. 1746.
 Simeon y^e Son of George & Abigail Merifield was born Apr. 17th. 1746.
 Hannah y^e Daughter of Caleb and Abigail How was Born July 22d. 1746.
 Daniel the Son of Samuel & Abigail Pierce was Born Octr. 18th. 1746.
 Elijah y^e Son of Moses & Miriam Billinge was Born April 1st. 1746.
 Nathanael y^e Son of Isaiah & Rebecca Leeds was Born August 3d. 1746.
 Elizabeth y^e Daughter of Nathanael & Sarah Clap was Born Octr. 29th. 1746.
 James y^e Son of James & Jane How, was Born Novr. 29th. 1746.
 Susannah y^e Daughter of John & Sarah Champney was Born June 13th. 1746.
 Patience y^e Daughter of Samuel & Patience Blake was Born Febr. 15th. 1746.
 Waitstill y^e Daughter of Ebenezer Jones Jur. & Deliverance his Wife, was Born Janr. 9th. 1746.
 Abijah y^e Son of Abijah & Elizabeth White was Born March 4th. 1746.
 Sarah y^e Daughter of Andrew & Elizabeth Sever, was Born December 14th, 1746.
 William y^e Son of James & Thankfull Kenny was Born April 3d. 1746.
 Daniel y^e Son of Thomas & Elizabeth Clap, was Born January 15th. 1746.
 Nathanael y^e Son of Samuel & Mary Bradley was Born Febr. 16th. 1746.
 Preserved y^e Son of Preserved & Martha Baker was Born November 17th. 1746.
 John y^e Son of James & Priscilla Baker was Born December 14th. 1746.
 Sarah y^e Daughter of William & Patience Sever, was Born Febr. 3d. 1746.

Sarah y^e Daughter of Thomas & Sarah Kilton was Born Novr. 6th. 1746.

John y^e Son of John & Ruth Humfrey was Born October 28th. 1746.

Elizabeth y^e Daughter of William & Elizabeth King, was Born June 26th. 1746.

Thomas y^e Son of Thomas & Lucy Harris was Born July 2d. 1746.

Joseph y^e son of Joseph & Elizabeth Wales was Born June 9th. 1746.

Joseph the Son of William Woods was Born October 21st. 1746.

Abigail Foster the Daughter of Thomas Foster & Mary his Wife was Born November 4th. 1746.

1747.

Jemima y^e Daughter of Benjamin & Sarah Harris was Born Apr. 6th. 1747.

Henry y^e Son of Henry Bird Junr & Elisabeth his Wife was Born Aug. 7th. 1747.

Jane y^e Daughter of Joshua & Katharine Williams was Born July 27th. 1747.

Christopher y^e Son of Samuel and Hannah Sever, was Born Aug. 23d. 1747.

Joseph y^e Son of Ebenezer & Submit Davenport was Born August 10th. 1747.

June 29th. 1747. Still born a Son of Hopestill and Sarah Leeds.

Mary y^e Daughter of John & Hannah White was Born May 24th. 1747.

Thankfull y^e Daughter of James & Thankfull Kinney was Born Sepr. 25th. 1747.

Peter y^e Son of John & Elisabeth Pierce was Born Sepr. 27th. 1747.

Susannah y^e Daughter of Jonas & Susannah Humfrey was Born Sepr. 6th. 1747.

William y^e Son of John & Mary Lowder was Born July 23d. 1747.

Samuel y^e Son of Robert & Mary Merifield was Born June 29th. 1747.

Thomas y^e Son of Solomon & Margaret Kilton was Born Novr. 1st. 1747.

Anna y^e Daughter of Caleb & Annah Bradley was Born Novr. 16th. 1747.

Lemuel y^e Son of John Spur & Ruth his Wife was Born Octr. 4th. 1747.

William y^e Son of William & Thankfull Marion, was Born Decr. 8th. 1747.

Samuel y^e Son of Samuel Withington Junr. & Jane his Wife was Born Febr. 8th. 1747.

John the Son of John Blackman Junr. & Abigail his Wife was Born Janr. 5th 1747.

John y^e Son of Josiah & Thankfull Meroth, was Born Decr. 10th. 1747.

Hannah y^e Daughter of Alexander & Sarah Glover was Born Febr. 16th. 1747.

Aletheia the Daughter of Francis & Mercy Price, was Born March 9th. 1747.

William the Son of William & Elizabeth King, was Born March 14th. 1747.

Elizabeth y^e Daughter of Jonathan and Elizabeth Bradley, was Born Aug. 12th. 1747.

Zebadiah y^e Son of Zebadiah & Sarah Williams was Born Decr. 26th. 1747.

Thankfull y^e Daughter of Samuel Leeds & Thankfull his Wife was Born Octr. 12th. 1747.

Samuel y^e Son of Samuel & Mercy Jones was Born Febr. 8th. 1747.

Mary y^e Daughter of Joseph & Elizabeth Bird was born December 6th 1747.

Obadiah y^e Son of Joseph & Susannah Whiston was Born Janr. 20th. 1747.

Patience the Daughter of Edward & Patience Capen was Born May 11th. 1747.

Hannah Smith y^e Daughter of Abraham & Hannah Smith was Born October 20th. 1747.

Joseph Blake the Son of Ebenezer and Relief Blake was Born April 9th. 1747.

John Merrifield the Son of George & Abigail Merrifield was Born Janr. 13. 1747.

William Sumner was born August 17th. 1748.*

1748.

Isaac the Son of Nathanael and Sarah Clap was Born May 9th. 1748.

Abigail y^e Daughter of Remember Preston Junr. & Sarah his Wife was Born April 9th. 1748.

Thomas y^e Son of Edward & Eleanor White was Born May 28th. 1748.

Josiah the Son of Josiah and Charity Capen was Born June 7th. 1748.

Rebeckah y^e Daughter of John Bradley Junr. & Hannah his Wife was Born Apr. 28th. 1748.

Sarah y^e Daughter of Samuel & Abigail Pierce was Born August 28th. 1748.

Sarah y^e Daughter of James & Sarah Crossman was Born Octr. 25th. 1748.

John y^e Son of John & Ruth Humfrey was Born September 2d. 1748.

Hannah y^e Daughter of Samuel & Elizabeth How was Born Octr. 1st. 1748.

Israel y^e Son of John Wiswell Junr. & Mary his Wife was Born Novr. 22d. 1748.

Isaac y^e Son of Isaac & Mary Humfrey was Born Novr. 21st. 1748.

William y^e Son of William Andrews & Mindwell Clap Junr., was Born October 18th. 1748.

Jonathan y^e Son of Samuel & Patience Blake was Born Janr. 1st. 1748.

Sarah y^e Daughter of Jerijah & Elizabeth Wales was Born Octr. 19th. 1748.

Priscilla the Daughter of Isaiah & Rebecca Leeds was Born Octr. 12th. 1748.

Stephen the Son of John & Susannah Robinson, was Born Janr. 4th. 1748.

Samuel y^e Son of Thomas & Lucy Harris was Born April 26th. 1748.

Richard y^e Son of Richard & Mary Hall was Born Janr. 27th. 1748.

George the Son of George & Ruth Baker was Born Febr. 4th. 1748.

Susannah y^e Daughter of Benjamin & Sarah Harris, was Born August 25th. 1748.

Jonathan y^e Son of John & Elizabeth Pierce was Born March 1st. 1748.

Elizabeth y^e Daughter of Timothy and Abiel Foster was Born March 1st. 1748.

Thankfull y^e Daughter of John & Hannah White, was Born Febr. 3d. 1748.

March 19th. 1748. Still born a Son of Hopestill and Sarah Leeds.

Mary the Daughter of John and Sarah Champney was born Janr. 8. 1748.

Desire y^e Son of Aquila Tolman, & Waitstill his Wife, was born March 19. 1748.

Mary the Daughter of Thomas and Sarah Kilton was born Novr. 10th. 1748.

Susannah y^e Daughter of Consider and Margaret Leeds was born Febr. 26. 1748.

* This birth was recorded many years after date.

Margaret y^e Daughter of Samuel & Mary Bradley was born May 11. 1749.
 Ruth y^e Daughter of Jonathan & Elisabeth Bradley, was born Janr. y^e 30th. 1748.
 Lydia Maxfield, y^e Daughter of John & Ruth Maxfield, was born June y^e 27. 1748.
 Job y^e Son of John & Mary Holbrook, was born June 24. 1748.
 Sarah y^e Daughter of Joseph Bass Junr. & Lydia his Wife, was born Aug. 14th. 1748.
 Mary the Daughter of William Woods was Born January 1st. 1748.
 Elizabeth How the Daughter of James & Jane How was Born July 5th. 1748.
 Abigail Pope the Daughter of Ebenezer & Abigail Pope was Born Novr. 16th. 1748.
 Judith Baker the Daughter of Preserved & Martha Baker was Born December 17th. 1748.

1749.

Margaret y^e Daughter of Samuel & Mary Bradley, was born May 11. 1749.
 Sarah y^e Daughter of Jonathan & Jane Clap, was born June y^e 8. 1749.
 Hannah y^e Daughter of Joseph & Abigail Clap, was born May 11th. 1749.
 Charles y^e Son of Thomas and Elizabeth Clap was born June 25. 1749.
 George y^e Son of Joseph and Elizabeth Bird was born April 25. 1749.
 Elizabeth y^e Daughter of Edward & Eleanor White was born June y^e 20th. 1749.
 Samuel Trescott the Son of John Trescott Junr. & Sarah his Wife was Born October 29th. 1749.
 John y^e Son of Caleb Bradley, & Anna his Wife was born August 13th. 1749.
 Samuel y^e Son of Henry Bird Junr. and Elizabeth Bird his Wife, was born August 29th. 1749.
 Susannah y^e Daughter of John Blackman Junr. & Abigail his Wife, was born July 8. 1749.
 Miriam the Daughter of Ebenezer Bird & Priscilla his Wife, was born May 13th. 1749.
 Susannah y^e Daughter of John Tolman Junr. & Hannah his Wife, was born August 16th. 1749.
 Nathanael y^e Son of William & Thankfull Marion was born September 8th. 1749.
 Joshua y^e Son of Joshua & Katharine Williams was Born Sepr. 20. 1749.
 Still born, Thomas a Son of Timothy Tilstone & Prudence his Wife, on October 7th. 1749.
 Still born three Children, or at least three Embryos, of Hannah White, y^e Wife of John White, on October y^e 11th. 1749, all of them Daughters.
 Zebiah y^e Daughter of William & Ann Robinson was born May 31st. 1749.
 John the Son of John & Ruth Spur, was born October 5th. 1749.
 Abigail y^e Daughter of Samuel & Mercy Jones was Born Octr. 20th. 1749.
 Mary y^e Daughter of Benjamin & Bebe Ward, was Born Aug. 25, 1749.
 Isaac Williams the Son of a negro & Mary Williams was Born August 24th. 1749.
 John the Son of Capt. John Homans, & Rebecca his Wife, was born November 28, 1749.

- Esther y^e Daughter of Elisha & Rachel Davenport was born Aug. 5th. 1749.
- Nathanael the Son of Nathanael & Martha Mills was Born Novr. 3d. 1749.
- Samuel the Son of John & Mary Billing was Born Sepr. 12. 1749.
- Lydia y^e Daughter of William & Hannah Holden was Born Novr. 4th. 1749.
- Submit y^e Daughter of Nathanael & Sarah Clap was Born January 9th. 1749.
- Sarah y^e Daughter of Jonas Humfrey Junr. & Sarah his Wife was Born Janr. 20. 1749.
- Jane the Daughter of William & Elizabeth King was Born January 16th. 1749.
- Elijah y^e Son of Ebenezer Jones Junr. & Deliverance his Wife was Born May the 20th. 1749.
- Molle y^e Daughter of Josiah & Mary Leeds was Born October 1. 1749.
- Roger y^e Son of Roger & Susannah Clap, was Born February 24th. 1749.
- Mary y^e Daughter of Elijah & Jemima Pope was Born Sepr. 10. 1749.
- Silas y^e Son of Jerahmeel & Deborah Wheeler was Born Sepr. 3. 1749.
- Daniel the Son of Josiah & Ann Bradley was Born Febr. 17th. 1749.
- Elisha y^e Son of Abraham & Hannah Smith was Born November 25th. 1749.
- Samuel y^e Son of Solomon and Margaret Kilton was Born March 21st. 1749.
- Abigail Brown y^e Daughter of Ebenezer & Abigail Brown was Born August 12th. 1749.
- Sarah y^e Daughter of Remember Preston Junr. & Sarah his Wife was Born March 1st. 1749.
- Anna Glover the Daughter of Thomas & Elizabeth Glover was Born August 3d. 1749.
- Benjamin the Son of Benjamin & Silence Tilson was Born January 31st. 1749.
- Elizabeth the Daughter of Zebadiah & Sarah Williams was Born Febr. 18th. 1749.
- Josiah y^e Son of Isaac & Mary Davenport was Born February 19th. 1749.
- Obadiah Swift the Son of Henry Leadbetter & Priscilla his Wife was Born July 29th. 1749.
- Susannah y^e Daughter of Samuel & Thankfull Leeds was Born Decr. 11th. 1749.
- Sarah y^e Daughter of Naphtali & Mary Pierce was Born July 15th. 1749.
- John y^e Son of John Wales & Sarah Downs was Born February 28th. 1749.
- Rebecca the Daughter of William & Patience Sever was Born May 14th. 1749.
- Mary Ann the Daughter of James Baker & Priscilla his Wife was Born March 6th. 1749.

1750.

- Mary y^e Daughter of Samuel Withington Junr. & Jane his Wife, was Born March 30th. 1750.
- Ann y^e Daughter of Ralph & Thankfull Morgan was Born April 5th. 1750.
- Mary the Daughter of Edward & Mary Preston was Born April 18th. 1750.
- Daniel the Son of Ebenezer & Mary Tolman was Born May 26th. 1750.
- Alden the Son of Joseph Bass Junr. & Lydia his Wife was Born July 12th. 1750.

- Priscilla the Daughter of John Bradley Junr. & Hannah his Wife was Born July 18th. 1750.
- Joseph the Son of Joseph and Elizabeth Bird was Born June 1st. 1750.
- Lydia y^e Daughter of David & Hannah Avery was Born June 21st. 1750.
- Joseph the Son of Thomas and Rebeckah Cummings was Born May 8th. 1750.
- Mary the Daughter of Samuel & Elizabeth How, was Born Octr. 17th. 1750.
- Sarah & James y^e Son & Daughter of Joseph & Susannah Whiston, were Born September 2d. 1750.
- Elisabeth the Daughter of William Woods was born Septr. 23d. 1750.
- Jemima the Daughter of Humphrey & Mary Atherton was Born Octr. 28. 1750.
- James the Son of Samuel Blake & Patience his Wife was Born Decr. 10th. 1750.
- Sarah the Daughter of John and Elizabeth Pierce was Born Decr. 5th. 1750.
- Ann the Daughter of Samuel & Abigail Pierce was Born Novr. 12th. 1750.
- Elizabeth y^e Daughter of William & Elizabeth Foster Born Octr. 22d. 1750.
- Stephen the Son of Caleb and Anna Bradley Born Janr. 22d. 1750.
- Mary the Daughter of Edward & Patience Capen was Born June 4th. 1750.
- Ann the Daughter of John & Sarah Champney was Born Novr. 16th. 1750.
- Rebecca the Daughter of Isaiah & Rebecca Leeds was Born Decemr. 29th. 1750.
- Ann the Daughter of Joseph & Elizabeth Withington was Born Janr. 24th. 1750.
- Abigail the Daughter of Alexander & Sarah Glover was Born Octr. 14th. 1750.
- William the Son of Samuel and Sarah Cox was Born Janr. 22d. 1750.
- Submit the Daughter of Nathaniel and Sarah Clap was Born Febr. 5th. 1750.
- Jonathan the Son of Francis & Mercy Preece was Born November 18th. 1750.
- Lemuel the Son of Josiah & Thankfull Meroth was Born January 23d. 1750.
- Joseph the Son of Samuel & Hannah Severs was Born March 13th. 1750.
- Ebenezer Robinson the Son of John Robinson Junr. & Elizabeth his Wife was Born November 14th. 1750.
- Abigail How the Daughter of James and Jane How was Born June 2d. 1750.
- Rachel Pope the Daughter of Ebenezer Pope & Abigail his Wife was Born January 5th. 1750.
- Ruth Wales the Daughter of Jerijah & Elizabeth Wales was Born Febr. 19th. 1750.
- Elizabeth Withington the Daughter of Samuel & Elizabeth Withington was Born January 13th. 1750.
- A Negro Child was born of a Negro Woman belonging to Estes Hatch Esqr. in the Year 1750, & Died soon after its Birth.
- Ann Foster the Daughter of Thomas Foster, & Mary his Wife was Born August 24th. 1750.
- Elijah Humfrey the Son of Isaac and Mary Humfrey was Born Febr. 22d. 1750.
- Lemuel Trescott the Son of John Trescott Junr. & Sarah his Wife was Born March 23d. 1750.
- Susannah Blake the Daughter of Ebenezer and Relief Blake was Born Septr. 14th. 1750.

1751.

- Ann Williams the Daughter of Joshua & Katharine Williams was Born April 18th. 1751.
- Melatiah Bradley the Daughter of Samuel & Mary Bradley was Born April 10th. 1751.
- Jeremiah Mackentash the Son of Jeremiah & Mary Mackentash was Born April 13th. 1751.
- Hannah Homans the Daughter of Capt. John Homans, and Rebeckah his Wife was Born July 29th. 1751.
- Hannah Davenport the Daughter of Isaac & Mary Davenport was Born June 26th. 1751.
- Ebenezer White the Son of Edward White, and Elinor his Wife, was Born May 3d. 1751.
- Mary Blackman the Daughter of John Blackman Junr., and Abigail his Wife, was Born May 24th. 1751.
- Thomas Bird the Son of Thomas Bird Junr., & Mary his Wife, was Born Sepr. 9th. 1751.
- Elizabeth Marion the Daughter of William & Thankfull Marion was Born September 5th. 1751.
- Sarah Holbrook the Daughter of John & Mary Holbrook was Born August 16th. 1751.
- Increase Tolman the Son of Aquila Tolman, & Waitstill his Wife, was Born July 30th. 1751.
- Cornelius Newman the Son of Mary Dier was Born September 11th. 1751.
- Ruth Bird the Daughter of Henry Bird Junr. & Elizabeth his Wife, was Born September 27th. 1751.
- Abigail Merrifield y^e Daughter of George & Abigail Merrifield was Born Octr. 1751.
- Samuel Preston the Son of Edward & Mary Preston, was Born September 14th. 1751.
- Mary Bird the Daughter of John Bird & Dorcas Davenport, was Born April 14th. 1751.
- Elizabeth Bird the Daughter of Jacob Bird & Elizabeth his Wife, was Born August 23d. 1751.
- Joseph Clap the Son of Joseph Clap and Abigail his Wife was Born October 24th. 1751.
- Mary Billing the Daughter of John & Mary Billing was Born Febr. 23d. 1751.
- David Humfrey the Son of Jonas Humfrey Junr. and Sarah his Wife, was Born Deer. 8th. 1751.
- Bettee Kilton the Daughter of George Kilton, & Rebecca Leeds Junr. was Born June 20th. 1751.
- Josiah Foster the Son of William Foster, & Elizabeth his Wife, was Still Born December 25th. 1751.
- Sarah Bass the Daughter of Joseph Bass Junr. and Lydia his Wife was Born Novr. 12th. 1751.
- Robert Spur the Son of John Spur and Ruth his Wife was Still Born Deer. 14th. 1751.
- Elizabeth Jones the Daughter of Ebenezer Jones Junr. & Deliverance his Wife was Born May 15th. 1751.
- Mary Withington the Daughter of Samuel Withington Junr. and Jane his Wife was Born Novr. 25th. 1751.
- Mary King the Daughter of William & Elizabeth King was Born December 24th. 1751.
- Mary Jennison the Daughter of Peter Jennison of Westown, and Jane Bull was Born December 1st 1751 in Dorchester.
- Silence Tilson y^e Daughter of Benjamin Tilson, & Silence his Wife was Born July 22d. 1751.

Esther Withington the Daughter of Ebenezer Withington & Mary his Wife, was Born December 25th. 1751.

Bettee Will the Daughter of Nuffe Will & Sarah Moho was Born December 16th. 1751.

Joseph Baker the Son of Preserved and Martha Baker was Born September 12th. 1751.

Ruth Severs the Daughter of William and Patience Severs was Born August 27th. 1751.

Solomon Wheeler the Son of Jerahmeel & Deborah Wheeler was Born May 13th. 1751.

Elizabeth Woods y^e Daughter of William Woods was Born August 27th. 1751.

The Year 1752 is Reckoned to begin the 1st. of January, the N.B. at the Beginning of this Register Notwithstanding; and so the Years following 1752 must be reckoned to begin y^e first of Janr., by an Act of the Parliament of Great Britain.

1752.

Mercy Holden the Daughter of Mr. William Holden & Hannah his Wife was Born January 4th. 1752.

Ann Bradley the Daughter of Josiah Bradley & Ann his Wife, was Born March 5th. 1752.

Ann Wiswell the Daughter of John Wiswell Junr. & Mary his Wife was Born January 1st. 1752.

John Robinson the Son of John Robinson Junr. & Elizabeth his Wife was Born April 10th. 1752.

Nathanael Tolman y^e Son of John Tolman Junr. and Hannah his Wife was Still born March 16th. 1752.

Ruth Williams y^e Daughter of Zebadiah Williams and Sarah his Wife was Born March 19th. 1752.

Elizabeth Kilton y^e Daughter of Solomon and Margaret Kilton was Born April 2d. 1752.

Elizabeth Severs y^e Daughter of Joshua & Abigail Severs was Born April 13th. 1752.

Susannah Bradley, y^e Daughter of Jonathan, & Elizabeth Bradley, Was Born March 11th. 1752.

Ebenezer Wales the Son of Timothy & Hannah Wales was Born April 29th. 1752.

Rebecca How the Daughter of James and Jane How was Born June 28th. 1752.

Esther Champney the Daughter of John and Sarah Champney was Born May 17th. 1752.

Joseph Withington the Son of Joseph & Elizabeth Withington was Born August 13th. 1752.

Nathan Bradley the Son of John Bradley Junr. and Hannah his Wife was Born August 6th 1752.

George Davenport the Son of Elisha and Rachel Davenport was Born June 17th. 1752.

Thomas Blake the Son of Samuel Blake and Patience his Wife was Born October 7th. 1752.

John Billing the Son of John & Mary Billing was Born December 1st. 1752.

Nathaniel Wales the Son of John and Sarah Wales was Born October 1st. 1752.

Richard Kneeland the Son of John and Abigail Kneeland of Boston, was Born in Dorchester June 18th. 1752.

Stephen Jones the Son of Samuel and Mercy Jones was Born March 14th. 1752.

Avis Bradley the Daughter of Caleb and Anna Bradley was Born December 14th. 1752.
 John Capen the Son of Bernard Capen and Hannah his Wife was Born December 20th. 1752.
 Elizabeth Pierce y^e Daughter of Naphtali & Mary Pierce was Still-Born Novr. 13th. 1752.
 Elizabeth White & Ann White Daughters of John and Hannah White were Born Sepr. 25th. 1752.
 John Atherton y^e Son of Humphrey and Mary Atherton was Born April 1st. 1752.
 Sarah Cocks the Daughter of Samuel and Sarah Cocks was Born Octr. 27th. 1752.
 Elizabeth Bird the Daughter of Joseph and Elizabeth Bird was Born March 23d. 1752.
 Daniel Preston y^e Son of Remember Preston Junr. & Sarah his Wife was Born June 7th. 1752.
 Ebenezer Pope the Son of Ebenezer and Abigail Pope was Born December 14th. 1752.
 Edward Foster the Son of Timothy Foster & Abiel his Wife was Born March 22d. 1752.
 John Evans the Son of John & Anna Evans was Born Octr. 14th. 1752.
 William Stoughton Tailer the Son of William & Mary Tailer was Born February 2d. 1752.
 Seth Blake the Son of Ebenezer & Relief Blake was Born Sepr. 19th. 1752.

1753.

Hannah Sever the Daughter of Samuel and Hannah Sever was Born January 5th. 1753.
 Hannah Avery the Daughter of David and Hannah Avery was Born January 1st. 1753.
 Nathan Leeds the Son of Isaiah & Rebecca Leeds was Born March 2d. 1753.
 Silence Whiston y^e Daughter of Joseph & Susannah Whiston was Born Febr. 27th. 1753.
 Stephen Clap the Son of Roger & Susannah Clap was Born March 24th. 1753.
 David Baker the Son of Samuel & Hannah Baker was Born March 4th. 1753.
 Daniel Pierce the Son of John and Elizabeth Pierce was Born March 22d. 1753.
 John Homans the Son of John & Rebecca Homans was Born April 8th. 1753.
 James Humfrey the Son of Henry and Abigail Humfrey was Born June 4th. 1753.
 Esther Dupee the Daughter of Benjamin & Esther Dupee was Born May 23d. 1753.
 Sarah How the Daughter of Samuel & Elizabeth How was Born July 25th. 1753.
 Mary Preston the Daughter of Edward & Mary Preston was Born July 29th. 1753.
 Ann Humfrey y^e Daughter of Isaac & Mary Humfrey was Born April 5th. 1753.
 Mary Glover y^e Daughter of Alexander & Sarah Glover was Born June 24th. 1753.
 Nathaniel Williams the Son of Joshua & Katharine Williams Still Born Aug. 29th. 1753.
 Josiah Bradley the Son of Josiah & Ann Bradley was Born June 15th. 1753.

Ebenezer Withington the Son of Samuel Withington Junr. & Jane his Wife was Born Sepr. 23d. 1753.

Sarah Baker y^e Daughter of Preserved & Martha Baker, was Born July 24th. 1753.

Elizabeth Payson y^e Daughter of Jonathan Payson Junr. & Elizabeth his Wife was Born April 23d. 1753.

Patience Leeds y^e Daughter of Samuel Leeds & Thankfull his Wife was Born July 24th. 1753.

Nathan Bradley the Son of John Bradley Junr. & Hannah his Wife was Born Octr. 16th. 1753.

Charles King the Son of William & Elizabeth King was Born Octr. 12th. 1753.

Elizabeth Bass the Daughter of Joseph & Lydia Bass was Born May 8th. 1753.

Thankfull Marion y^e Daughter of William & Thankfull Marion was Born Novr. 3d: 1753.

Esther Leeds the Daughter of Josiah & Mary Leeds, was Born Octr. 19th. 1753.

Joseph Champney the Son of John Champney & Sarah his Wife was Born Decr: 28th. 1753.

Moses Blackman the Son of John Blackman Junr. & Abigail his Wife was Born December 30th. 1753.

A Child of William Fosters & Elizabeth his Wife Still-born Deer. 9th. or 10th. 1753.

Mary Wheeler y^e Daughter of Jerahmeel & Deborah Wheeler was Born June 9th. 1753.

Elizabeth Tilstone the Daughter of Elisha & Elizabeth Tilstone was Born March 13th. 1753.

Thankfull Meroth y^e Daughter of Josiah & Thankfull Meroth was Born December 17th. 1753.

Joseph Champney the Son of John & Sarah Champney was Born December 28th. 1753.

Elizabeth Minott y^e Daughter of John & Martha Minott was Born December 4th. 1753.

Joseph Davenport the Son of Isaac & Mary Davenport was Born January 4th. 1753.

John Williams the Son of Zebadiah & Sarah Williams was Born November 20th. 1753.

Rebecca Woods y^e Daughter of William Woods & was Born October y^e 20th. 1753.

Benjamin Withington the Son of Joseph & Elizabeth Withington was Born Sepr. 13th. 1753.

Mary Farn the Daughter of Daniel & Mindwell Farn was Born November 29th. 1753.

Jonathan Severs the Son of William & Patience Severs was Born December 20th. 1753.

Joseph Robinson the Son of William & Ann Robinson was Born November 15th. 1753.

Mary Tailer the Daughter of William & Mary Tailer was Born April 22d. 1753.

Ann Humfrey the Daughter of Isaac & Mary Humfrey was Born April 5th. 1753.

Abigail Brown the Daughter of Ebenezer & Abigail Brown was Born August 23d. 1753.

1754.

Jacob Bird the Son of Jacob and Elizabeth Bird was Born Janr. 9th. 1754.

George Vose the Son of William and Hannah Vose was Born Janr. 29th. 1754.

- Daniel Wiswell the Son of Daniel and Sarah Wiswell was Born February 18th. 1754.
- Mary Baker y^e Daughter of George & Mary Baker was Born February 21st. 1754.
- Sarah Foster the Daughter of Timothy & Abiel Foster was Born March 1st. 1754.
- Luce Humfrey y^e Daughter of Jonas Humfrey Junr. and Sarah his Wife was Born Febr. 26th. 1754.
- Ebenezer Capen the Son of Bernard & Hannah Capen was Born March 6th. 1754.
- Susannah Robinson the Daughter of John Robinson Junr. & Elizabeth his Wife, was Born March 21st. 1754.
- Luce Bradley the Daughter of Caleb & Anna Bradley was Born May 6th. 1754.
- Sarah Bird the Daughter of Henry Bird Junr. & Elizabeth his Wife was Born May 20th. 1754.
- Ebenezer Moseley the Son of Thomas & Esther Moseley was Born April 28th. 1754.
- Abigail Clap the Daughter of Joseph & Abigail Clap was Still-Born May 24th. 1754.
- Hannah Reed the Daughter of John & Hannah Reed was Born March 30th. 1754.
- Silence Evans the Daughter of John & Anna Evans, was Born April 7th. 1754.
- Hannah Wales the Daughter of Timothy & Hannah Wales was Born July 18th. 1754.
- Sarah Clap the Daughter of Thomas & Elizabeth Clap was Born August 17th. 1754.
- Sarah Will the Daughter of Nuffe Will & Sarah Moho was Born April 7th. 1754.
- Isaac How Davenport the Son of Isaac & Mary Davenport, was Born August 14th. 1754.
- Thomas Bird the Son of Thomas Bird Junr. & Mary his Wife was Born September 3d. 1754.
- Sarah Tailer the Daughter of William & Mary Tailer was Born August 23d. 1754.
- Ruth Wales the Daughter of John and Sarah Wales was Born Octr. 6th. 1754.
- Luce Foster the Daughter of Thomas & Mary Foster was Born Sepr. 30th. 1754.
- Ezekiel Tilstone the Son of Ezekiel & Sarah Tilstone was Born November 12th. 1754.
- Elijah White the Son of Edward & Elinor White was Born November 7th. 1754.
- Bebe Preston the Daughter of Remember and Sarah Preston was Born November 10th. 1754.
- Mary Blake & Sarah Blake the Daughters of Samuel and Patience Blake were Born September 21st. 1754. Born After y^e Death of their Father.
- Jacob Lyon the Son of Benjamin and Thankfull Lyon was Born Octr. 12th. 1754.
- Lemuel Smith the Son of Seth and Sarah Smith was Born December 1st. 1754.
- James Pierce the Son of John and Elizabeth Pierce was Born December 19th. 1754.
- Stephen Mackentash the Son of Jeremiah & Mary Mackentash was Born August 19th. 1754.
- Mary Spur the Daughter of Joseph & Miriam Spur was Born Janr. 17th. 1754.
- Mary Withington the Daughter of James & Elizabeth Withington was Born December 19th. 1754.

Mary Tilstone the Daughter of Elisha & Elizabeth Tilstone was Born November 26th. 1754.
Moses Davis the Son of John & Mary Davis was Born November 26th. 1754.
Luce Langley the Daughter of Joseph and Sarah Langley, was Born June 21st. 1754.
Susannah How the Daughter of James & Jane How was Born July 30th. 1754.
Sarah Neall the Daughter of Henry & Sarah Neall was Born Augt. 28th. 1754.
Increase Merrifield the Son of George & Abigail Merrifield was Born March 28th. 1754.

1755.

Samuel Mallish y^e Son of Samuel & Sarah Mellish was Born June 8th. 1755.
Abigail Whiston the Daughter of Joseph & Susannah Whiston was Born January 12th. 1755.
Ann Payson the Daughter of Jonathan Payson Junr. & Elizabeth his Wife was Born Febr. 15th. 1755.
Priscilla Leeds the Daughter of Isaiah & Rebecca Leeds was Born March 7th. 1755.
Sarah Cox the Daughter of Samuel & Sarah Cox was Born November 9th. 1755.
Thomas Baker the Son of Samuel & Hannah Baker was Born Febr. 3d. 1755.
Henry Jones and Thomas Jones the Sons of Ebenezer & Deliverance Jones were Born Febr. 27th. 1755.
Thomas Homans the Son of Capt. John Homans & Rebecca his Wife was Born March 22d. 1755.
Edward Withington the Son Samuel Withington Junr. & Jane his Wife was Born May 23d. 1755.
Hannah Clap the Daughter of David & Ruth Clap was Born May 22d. 1755.
Thankfull King the Daughter of William & Elizabeth King was Born March 8th. 1755.
Susannah Niles the Daughter of Jonathan & Sarah Niles, was Born January 6th. 1755.
Isaac How the Son of Samuel & Elizabeth How was Born June 26th. 1755.
Stephen Robinson the Son of John Robinson Junr. & Elizabeth his Wife, was Born Novr. 4th. 1755.
Oliver Williams the Son of Joshua & Katharine Williams was Born July 7th. 1755.
Ebenezer Humfrey the Son of Isaac & Mary Humfrey was Born Sepr. 22d. 1755.
Abigail Humfrey the Daughter of Henry & Abigail Humfrey was Born August 2d. 1755.
Hannah Vose the Daughter of William & Hannah Vose was Born March 10th. 1755.
Sarah the Daughter of Daniel & Mindwell Farn was Born August 21st. 1755.
Robert Spur the Son of Joseph & Miriam Spur, was Born May 23d. 1755.
Hannah Topliff the Daughter of Samuel & Mary Topliff was Born September 24th. 1755.
Silence Merrifield y^e Daughter of George & Abigail Merrifield was Born Sepr. 9th. 1755.
Elizabeth Foster the Daughter of James Foster Junr. & Mary his Wife was Born March 18th. 1755.

Sarah Wiswell the Daughter of Daniel & Sarah Wiswell was Born October 24th. 1755.
 Timothy Foster the Son of Timothy & Abiel Foster was Born Novr. 12th. 1755.
 James Blake the Son of Ebenezer and Relief Blake was Born April 22d. 1755.
 William Bass the Son of Joseph & Lydia Bass was Born Novr. 22d. 1755.
 George Minott the Son of John and Martha Minott was Born November 20th. 1755.
 Thomas Williams the Son of Zebadiah and Sarah Williams was Born December 27th. 1755.
 Lemuel Blackman the Son of John Blackman Junr. & Abigail his Wife was Born December 2d. 1755.
 Abigail Tailer the Daughter of William and Mary Tailer was Born Novr. 21st. 1755.
 John Pope the Son of Ebenezer & Abigail Pope was Born Janr. 14th. 1755.
 Samuel Champney the Son of John & Sarah Champney was Born Novr. 26th. 1755.
 Frances Leeds the Daughter of Josiah & Mary Leeds was Born November 2d. 1755.
 Ann Neall the Daughter of Henry & Sarah Neall was Born Decr. 25th. 1755.
 John Humfrey the Son of the Revd. Mr. James Humfrey of Perquage¹ & Esther his Wife was Born in Dorchester Decr. 22. 1755.

1756.

Stephen Baker the Son of Preserved & Martha Baker was Born Janr. 14th. 1756.
 Daniel Preston the Son of Edward & Mary Preston was Born Janr. 28th. 1756.
 Ezekiel Leeds the Son of Ezekiel & Susannah Leeds was Born Janr. 4th. 1756.
 Robert Withington the Son of James & Elizabeth Withington was Born Feb. 1st. 1756.
 Philip Withington the Son of Philip Withington & Abigail his Wife was Born March 11th. 1756.
 Bernard Capen the Son of Bernard & Hannah Capen was Born March 8th. 1756.
 Ezekiel Clap the Son of Roger and Susannah Clap was Born March 14th. 1756.
 Jerusha Bird the Daughter of Jacob & Elizabeth Bird was Born March 8th. 1756.
 Abigail Bradley the Daughter of Caleb & Anna Bradley was Born April 3d. 1756.
 Ann Blackman the Daughter of Samuel & Waitstill Blackman was Born Febr. 19th. 1756.
 Nathaniel Glover the Son of Nathaniel & Mehetabel Glover was Born January 2d. 1756.
 William Woods the Son of William & Mary Woods was Born May 2d. 1756.
 Jonas Humfrey the Son of Jonas Humfrey Junr. & Sarah his Wife was Born April 26th. 1756.
 Elizabeth Moseley the Daughter of Thomas & Esther Moseley was Born April 23d. 1756.

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Lydia Davenport the Daughter of Isaac & Mary Davenport was Born May 18th. 1756.
Timothy Clap the Son of Joseph and Abigail Clap was Born May 27th. 1756.
John Langley the Son of John & Patience Langley was Born Febr. 29th. 1756.
Hannah Severs the Daughter of Samuel & Hannah Severs was Born June 22d. 1756.
Benjamin Lyon the Son of Benjamin & Thankfull Lyon was Born Decr. 15th. 1756.
Elizabeth Meroth the Daughter of Josiah & Thankfull Meroth was Born January 3d. 1756.
Sarah Langley the Daughter of Joseph & Sarah Langley was Born June 24th. 1756.
Mathew Bird the Son of Mathew & Elinor Bird was Born January 7th. 1756.
Elizabeth Baker the Daughter of George & Mary Baker was Born April 25th 1756.
James Augur the Son of James Augur & Mary Williams was Born May 6th. 1756.
Sarah Tilstone the Daughter of Ezekiel & Sarah Tilstone was Born September 4th. 1756.
Mary Tilstone the Daughter of Elisha & Elizabeth Tilstone was Born September 9th. 1756.
Edward Kilton the Son of Elihu & Thankfull Kilton was Born July 25th. 1756.
Ann Spur the Daughter of John & Rebeckah Spur was Born June 8th. 1756.
Esther Wales the Daughter of Timothy & Hannah Wales was Born November 1st. 1756.
Hannah Tilstone the Daughter of Timothy & Hannah Tilstone was Born August 5th. 1756.
Elizabeth Tilstone the Daughter of Nathaniel & Elizabeth Tilestone was Born August 11th. 1756.
Remember Preston the Son of Remember & Sarah Preston was Born November 17th. 1756.
Aaron Bird the Son of Aaron & Ann Bird was Born April 7th. 1756.
Elisha Glover the Son of Elisha & Elizabeth Glover was Born March 29th. 1756.
Elisha Foster the Son of Thomas & Mary Foster was Born Sepr. 21st. 1756.
Molly Jones the Daughter of Samuel & Mercy Jones late of Dorchester, now living in Stoughton was Born March 18th. 1756.
James Robinson the Son of James & Sarah Robinson was Born July 17th. 1756.
Abigail McDaniel the Daughter of John & Abigail McDaniel was Born Decr. 20th. 1756.
Jane Davis the Daughter of Elijah & Lydia Davis was Born November 30th. 1756.
John Foster the Son of John & Hannah Foster was Born August 5th. 1756.
James Nash the Son of Daniel & Rebecca Nash was Born Octr. 2d. 1756.

1757.

Nathaniel Price the Son of Francis & Mercy Price was Born January 11th. 1757.
Elizabeth Cox the Daughter of Samuel Cox & Sarah his Wife was Born Febr. 28th. 1757.

- Ebenezer Pierce the Son of John & Elizabeth Pierce was Born January 23d. 1757.
- James Foster the Son of James Foster Junr. & Mary his Wife was Born January 15th. 1757.
- Edward Preston the Son of Edward & Mary Preston was Born February 18th. 1757.
- Jemima Spur the Daughter of Joseph & Miriam Spur was Born January 25th. 1757.
- Mary Pope the Daughter of Ebenr. & Abigail Pope was Born January 18th. 1757.
- Elijah Withington the Son of Thomas & Sarah Withington was Born Novr. 26th. 1757.
- Hannah Farn the Daughter of Daniel & Mindwell Farn was Born March 9th. 1757.
- John Wales the Son of John & Sarah Wales was Born Febr. 8th. 1757.
- Ebenezer Clap the Son of Ebenezer & Elizabeth Clap was Born March 17th. 1757.
- Jonathan Niles the Son of Jonathan & Sarah Niles was Born January 24th. 1757.
- Esther Clap the Daughter of Thomas & Elizabeth Clap was Born Febr. 21st. 1757.
- John King the Son of William & Elizabeth King was Born January 14th. 1757.
- Mary Andrews the Daughter of Samuel and Mary Andrews was Born April 5th. 1757.
- John Kilton the Son of Solomon & Margaret Kilton was Born April 8th. 1757.
- Patience Bird the Daughter of Henry & Elizabeth Bird was Born May 17th. 1757.
- Ebenezer Boardman the Son of Ebenezer & Florah Boardman was Born April 29th. 1757.
- John Taylor the Son of Nathan & Submit Taylor was Born June 2d. 1757.
- Mary Bird the Daughter of Thomas Bird Junr. & Mary his Wife was Born June 13th. 1757.
- Anna Evans the Daughter of John & Anna Evans was Born April 17th. 1757.
- Mather Withington the Son of Ebenezer & Molly Withington was Born July 28th. 1757.
- Sarah Clap the Daughter of David and Ruth Clap was Born August 19th. 1757.
- William Humfrey the Son of Henry and Abigail Humfrey was Born Sepr. 24th. 1757.
- Zebiah Blackman the Daughter of John Blackman Junr. & Abigail his Wife was Born Decr. 12th. 1757.
- Nathaniel Topliff the Son of Samuel and Mary Topliff was Born Sepr. 4th. 1757.
- Margaret Baker the Daughter of Samuel and Johanna Baker was Born August 24th. 1757.
- Lemuel Withington the Son of Samuel Withington Junr. & Jane his Wife was Born October 25th. 1757.
- Abigail Williams the Daughter of Joshua & Katharine Williams was Born Octor. 25th. 1757.
- Abigail Whiston the Daughter of Joseph & Susannah Whiston was Born Decr. 4th. 1757.
- Josiah Meroth the Son of Josiah & Thankfull Meroth was Born Novr. 22d. 1757.
- Martha Champney the Daughter of John & Sarah Champney was Born Octr. 21st. 1757.

Samuel Davenport the Son of Isaac & Mary Davenport was Born Octr. 24th. 1757.
Mary Wiswell the Daughter of Daniel & Sarah Wiswell was Born Novr. 25th. 1757.
Rebecca Billings the Daughter of Oliver & Mehetabel Billings was Born Decr. 4th. 1757.
John Hill Glover the Son of Nathaniel Glover & Mehetabel his Wife was Born Febr. 25th. 1757.
Isaiah Leeds the Son of Isaiah & Rebecca Leeds was Born July 25th. 1757.
William Vose the Son of William & Hannah Vose was Born September 14th. 1757.
Stephen Homans the Son of Capt. John Homans & Rebecca his Wife was Born December 25th. 1757.
Abigail Holden the Daughter of Doctor William Holden & Hannah his Wife, was Born March 24th. 1757.
Jonathan Payson the Son of Jonathan Payson Junr. & Elizabeth his Wife was Born May 23d. 1757.
Lemuel Humfrey the Son of Isaac & Mary Humfrey was Born December 12th. 1757.
Thomas Bird the Son of Joseph and Elizabeth Bird was Born Sepr. 20th. 1757.
Thomas Williams the Son of Zebadiah & Sarah Williams was Born October 24th. 1757.
William Blake the Son of Ebenezer & Relief Blake was Born Decr. 4th. 1757.
Lemuel Billing the Son of John and Mary Billing was Born July 24th. 1757.
Payson Weld the Son of Benjamin & Martha Weld was Born January 19th. 1757.
David How the Son of James and Jane How was Born March 1st. 1757.
Cornelius Tilstone the Son of Cornelius & Elizabeth Tilstone was Born Febr. 17th. 1757.
Lydia Bass the Daughter of Joseph & Lydia Bass was Born October 11th. 1757.
Margaret Baker the Son of Samuel & Hannah Baker was Born August 24th. 1757.
Thomas Pierce the Son of Thomas & Lettice Pierce was Born Janr. 17th. 1757.
Sarah Mallish y^e Daughter of Samuel & Sarah Mallish was Born April 10th. 1757.

1758.

Mary Ward the Daughter of John & Mary Ward was Born January 2d. 1758.
Relief Foster the Daughter of Timothy & Abiel Foster was Born January 26th. 1758.
Johanna Glover the Daughter of Enoch & Susannah Glover was Born Febr. 3d. 1758.
Katharine Mather Withington the Daughter of Philip & Abigail Withington was Born February 12th. 1758.
Gillam Tailer the Son of William & Mary Tailer was Born March 20th. 1758.
Benjamin Bird the Son of Jonathan Bird Junr. & Ruth his Wife was Born March 27th. 1758.
James Withington the Son of Joseph & Elizabeth Withington was Born February 28th. 1758.
Samuel Blackman the Son of Samuel & Waitstill Blackman was Born February 21st. 1758.

- Thomas Lyon the Son of Benjamin and Thankfull Lyon was Born April 17th. 1758.
- Thomas Humfrey the Son of Jonas Humfrey Junr. & Sarah his Wife was Born May 8th. 1758.
- Comfort Foster the Son of John & Hannah Foster was Born March 21st 1758.
- Caleb Bradley the Son of Caleb & Anna Bradley was Born May 17th. 1758.
- Prudence Tilstone the Daughter of Nathaniel & Elizabeth Tilstone was Born June 9th. 1758.
- Thankfull Kilton the Daughter of Elihu and Thankfull Kilton was Born May 18th. 1758.
- Ann Baker the Daughter of George & Mary Baker was Born April 4th. 1758.
- Mary Jones the Daughter of Ebenezer & Deliverance Jones was Born May 4th. 1758.
- Jonathan Niles the Son of Jonathan & Sarah Niles was Born March 21st. 1758.
- Rebecca Nash the Daughter of Daniel & Rebecca Nash was Born July 21st. 1758.
- Prudence Tilstone the Daughter of Ezekiel & Sarah Tilstone was Born April 21st. 1758.
- Nathan Taylor the Son of Nathan and Submit Taylor was Born August 10th. 1758.
- Elizabeth Capen the Daughter of Barnard & Hannah Capen was Born April 29th. 1758.
- George Preston the Son of Edward & Mary Preston was Born Sepr. 26th. 1758.
- Joseph Langley the Son of Joseph & Sarah Langley was Born August 9th. 1758.
- Susannah Crosby the Daughter of Ebenezer & Susannah Crosby was Born August 28th. 1758.
- John Andrews the Son of Samuel & Mary Andrews was Born Octr. 30th. 1758.
- Stephen Foster the Son of James Foster Junr. & Mary his Wife was Born October 17th. 1758.
- John Malis the Son of Samuel & Sarah Malis was Born Novr. 12th. 1758.
- Thomas Tilstone the Son of Elisha & Elizabeth Tilstone was Born November 14th. 1758.
- Anna Bird the Daughter of Aaron & Anna Bird was Born Sepr. 6th. 1758.
- Elizabeth Clap the Daughter of David & Ruth Clap was Born December 17th. 1758.
- John Withington the Son of James & Elizabeth Withington was Born August 26th. 1758.
- Bebe Bird the Daughter of Jonathan & Bebe Bird was Born Sepr. 18th. 1758.
- Abigail Capen the Daughter of John & Abigail Capen, was Born December 18th. 1758.
- Lemuel King the Son of William & Elizabeth King was Born Novr. 23d. 1758.
- Edward Robinson the Son of James & Sarah Robinson, was Born Decr. 26th. 1758.
- Thomas Spur the Son of John & Rebecca Spur was Born April 26th. 1758.
- Mary Clap the Daughter of Abner & Hannah Clap was Born August 27th. 1758.
- Ann Bird the Daughter of Jacob & Elizabeth Bird was Born Sepr. 5th 1758.

Ebenezer Langley the Son of John & Patience Langley was Born Deer. 6th. 1758.
 Paxton Hatch the Son of Nathaniel Hatch Esqr. & Elizabeth his Wife was Born October 9th. 1758.
 John Mallish the Son of Samuel & Sarah Mallish was Born Novr. 12th. 1758.
 Lois Wiswell Humfrey the Daughter of the Revd. Mr. James Humfrey of Perquaig & Esther his Wife was Born January the 8th. 1758.
 Patience Sever the Daughter of William & Patience Sever was Born Sepr. 16th. 1758.

1759.

Joseph Spur the Son of Joseph & Miriam Spur was Born Janr. 6th. 1759.
 Hannah Clap the Daughter of Ebenezer Clap & Elizabeth his Wife was Born March 19th. 1759.
 Experience Cox the Daughter of Samuel & Sarah Cox was Born March 11th. 1759.
 Hannah McDaniel the Daughter of John & Abigail McDaniel was Born Janr. 13th. 1759.
 Abigail Jenison the Daughter of Peter & Jerusha Jenison of Framingham, was Born in Dorchester March 7th. 1759.
 Johanna Bird the Daughter of Jonathan Bird Junr. & Ruth his Wife was Born June 30th. 1759.
 Sarah Pond the Daughter of Jonas & Sarah Pond was Born April 25th. 1759.
 Ralph Pope the Son of Ebenezer & Abigail Pope was Born March 14th. 1759.
 James Kilton the Son of James & Martha Kilton was Born July 15th. 1759.
 Philip Davenport the Son of Jonathan & Susannah Davenport was Born August 5th. 1759.
 Susannah Glover the Daughter of Enoch & Susannah Glover was Born April 2d. 1759.
 Jane Kilton the Daughter of Elihu & Thankfull Kilton was Born Sepr. 5th. 1759.
 Silence Baker the Daughter of Samuel & Hannah Baker was Born Sepr. 15th. 1759. Some Months after the Decease of her Father.
 Edward Vose the Son of William & Hannah Vose was Born Sepr. 7th. 1759.
 Ithamar Merrifield y^e Son of George & Abigail Merrifield was Born April 12th. 1759.
 Samuel Bird the Son of Henry & Elizabeth Bird, late of Dorchester now dwelling in Norton, was Born at Norton April 26th. 1759.
 Jonathan Wiswell the Son of Daniel & Sarah Wiswell was Born September 29th. 1759.
 Susannah Wales the Daughter of John & Sarah Wales was Born Octr. 1759.
 William Treseott the Son of Ebenezer Trescott & Tabitha his Wife was Born June 11th. 1759.
 Joseph Weeks Withington the Son of Philip & Abigail Withington, was Born Sepr. 29th. 1759.
 John Preston the Son of Edward & Mary Preston was Born Novr. 20th. 1759.
 Timothy Wales the Son of Timothy & Hannah Wales was Born May 25th. 1759.
 David Clap the Son of David & Ruth Clap was Born Novr. 30th. 1759.
 James Woods the Son of William & Mary Woods was Born March 23d. 1759.

- James Davenport the Son of Isaac & Mary Davenport, was Born Octr. 13th. 1759.
- Ann Farn the Daughter of Daniel & Mindwell Farn was Born Decr. 30th. 1759.
- Richard Leeds the Son of Isaiah & Rebekah Leeds was Born Decr. 9th. 1759.
- Naphtali Pierce the Son of Thomas & Lettice Pierce was Born March 3d. 1759.
- Mary Foster the Daughter of Timothy & Abiel Foster was Born December 12th. 1759.
- Mary Withington the Daughter of Ebenezer Withington Junr. & Molly his Wife was Born March 31st. 1759.
- Samuel Fowler the Son of Stephen Fowler Junr. & Ann his Wife was Born August 8th. 1759.
- Ebenezer Bird the Son of Ebenezer & Jane Bird was Born Decr. 21st 1759.
- Elizabeth Whiston y^e Daughter of Joseph & Susannah Whiston was Born Decr. 31st. 1759.
- Nathaniel Davis the Son of John & Elinor Davis was Born October 28th. 1759.
- Samuel Shephard the Son of James & Lydia Shephard was Born Novr. 12th. 1759.
- Florah Boardman the Daughter of Ebenezer & Florah Boardman was Born July 17th. 1759.
- Mary Glover the Daughter of Nathaniel Glover & Mehetabel his Wife was Born March 5th. 1759.
- Hannah Blackman the Daughter of John Blackman Junr. & Abigail his Wife was Born Octr. 21st. 1759.
- Thomas Moseley the Son of Thomas & Esther Moseley was Born June 1st. 1759.

1760.

- Samuel Homans the Son of Capt. John Homans & Rebecca his Wife was Born January 19th. 1760.
- Elizabeth Champney the Daughter of John & Sarah Champney was Born Janr. 18th. 1760.
- Edmund Bird the Son of Mathew & Elinor Bird was Born Janr. 22d. 1760.
- Lemuel Pierce the Son of John & Elizabeth Pierce was Born Febr. 12th. 1760.
- Esther Neal y^e Daughter of Henry & Sarah Neal was Born Sepr. 15th. 1760.
- Hannah Withington the Daughter of Samuel & Jane Withington was Born January 12th. 1760.
- Nathan Taylor the Son of Nathan & Submit Taylor was Born February 18th. 1760.
- Henry Malis the Son of Samuel & Sarah Malis was Born Octr. 31st. 1760.
- Elizabeth Ward the Daughter of John & Mary Ward was Born Febr. 22d. 1760.
- Edward Bass the Son of Joseph & Lydia Bass was Born Febr. 26th. 1760.
- Ebenezer Bradley the Son of Caleb & Anna Bradley was Born April 2d. 1760.
- Mary Clap the Daughter of Abner & Hannah Clap was Born March 2d. 1760.
- Mary Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born August 4th. 1760.
- Mary Andrews the Daughter of Samuel & Mary Andrews was Born March 27th. 1760.

- Susannah Leeds the Daughter of Ezekiel & Susannah Leeds was Born July 25th. 1760.
- Hannah Humfrey the Daughter of Henry & Abigail Humfrey was Born May 16th. 1760.
- Hannah Capen the Daughter of Bernard & Hannah Capen was Born March 16th. 1760.
- William Spur the Son of John & Rebecca Spur was Born May 5th. 1760.
- Jonathan Bird the Son of Jonathan & Bebe Bird was Born March 29th. 1760.
- Sarah Wheeler the Daughter of Abraham & Sarah Wheeler was Born July 27th. 1760.
- Mary Holden the Daughter of Samuel & Hannah Holden, was Born Sepr. 11th. 1760.
- Samuel Topliff the Son of Samuel & Mary Topliff was Born Sepr. 5th. 1760.
- Ann Robinson the Daughter of Lemuel & Jerusha Robinson was Born August 29th. 1760.
- Sarah Withington the Daughter of Ebenezer Withington Junr. & Molle his Wife, was Born August 9th. 1760.
- Susannah Clap the Daughter of Thomas Clap Junr. & Mary his Wife was Born Sepr. 20th. 1760.
- Mary Glover the Daughter of Enoch & Susannah Glover was Born Octr. 18th. 1760.
- Joseph Bird the Son of Joseph & Elizabeth Bird was Born January 20th. 1760.
- Sarah King the Daughter of William & Elizabeth King was Born July 14th. 1760.
- Margaret Williams the Daughter of Zebadiah & Sarah Williams was Born Octr. 4th. 1760.
- Susannah Bird the Daughter of Jacob & Elizabeth Bird was Born June 10th. 1760.
- Frances Leeds the Daughter of Josiah & Mary Leeds was Born November 14th. 1760.
- Eunice Billings the Daughter of Oliver & Mehetabel Billings was Born August 30th. 1760.
- Samuel Cox the Son of Samuel & Sarah Cox was Born Octr. 6th. 1760.
- Lucy Tilstone the Daughter of Elisha & Elizabeth Tilstone was Born Decr. 19th. 1760.
- Ann Payson the Daughter of Samuel & Ann Payson was Born Novr. 23d. 1760.
- Sarah Glover the Daughter of Nathaniel Glover & Mehetabel his Wife was Born June 6th. 1760.
- Benjamin Merrifield y^e Son of George & Abigail Merrifield was Born Aug. 1760.
- Jean Langley the Daughter of Joseph & Sarah Langley was Born December 13th. 1760.
- Susannah Capen the Daughter of John & Abigail Capen was Born Novr. 9th. 1760.
- Hannah Tilstone the Daughter of Cornelius & Elizabeth Tilstone was Born June 10th. 1760.
- Ann Tilstone Daughter of Ezekiel & Sarah Tilstone was Born Febr. 18th. 1760.
- Jemima Lyon the Daughter of Benjamin & Thankfull Lyon was Still Born March 22d. 1760.
- Mary Hatch the Daughter of Nathaniel & Elizabeth Hatch was Born January 14th. 1760.
- Mary Foster the Daughter of James Foster Junr. & Mary his Wife was Born March 8th. 1760.
- Mary Davenport the Daughter of & Margaret Wilson was Born Novr. 18th. 1760.

1761.

- Thomas Davenport y^e Son of Isaac & Mary Davenport was Dead Born Octr. 24th. 1761.
- Samuel Pope the Son of Ebenezer Pope & Abigail his Wife was Born January 14th. 1761.
- Samuel How the Son of Samuel How Junr. & Margaret his Wife was Born January 15th. 1761.
- Edmund Bird the Son of Mathew & Elinor Bird was Born January 1761.
- Humphrey Atherton Champney the Son of Jonathan & Mary Champney was Born February 7th. 1761.
- Moses Pond the Son of Jonas & Sarah Pond was Born Febr. 21st. 1761.
- Jonathan Bird the Son of Jonathan Bird Junr. & Ruth his Wife was Born Mar. 30th. 1761.
- Edward Jones the Son of Edward & Ruth Jones was Born March 3d. 1761.
- Ruth Clap the Daughter of David & Ruth Clap was Born April 21st. 1761.
- Mindwell Ward the Daughter of John & Mary Ward was Born at Fort-Western Decr. 1st. 1761.
- Prudence Bird the Daughter of Joseph & Elizabeth Bird was Born April 1st. 1761.
- Elizabeth Glover the Daughter of Elisha & Jerusha Glover was Born Febr. 2d. 1761.
- Susannah Bird the Daughter of Aaron & Ann Bird was Born April 16th. 1761.
- Jonathan Clap the Son of Jonathan Clap Junr. & Elizabeth his Wife was Born May 6th. 1761.
- James Kilton the Son of Solomon & Margaret Kilton was Born April 16th. 1761.
- William Withington the Son of Joseph & Elizabeth Withington was Born June 8th. 1761.
- Enoch Spur the Son of Joseph & Miriam Spur was Born Janr. 28th. 1761.
- Mary Davenport the Daughter of Jonathan & Susannah Davenport was Born June 7th. 1761.
- Sarah Wales the Daughter of John & Sarah Wales was Born April 13th. 1761.
- Ezra Bird the Son of Ebenezer & Jane Bird was Born May 14th. 1761.
- Rhoda Withington the Daughter of Thomas & Sarah Withington was Born June 30th. 1761.
- John Trescott the Son of Ebenezer & Tabitha Trescott was Born Febr. 24th. 1761.
- Nathaniel Withington the Son of Samuel & Jane Withington was Born July 22d. 1761.
- Nathaniel Clap the Son of Roger & Susannah Clap was Born July 13th. 1761.
- Joseph Homans the Son of Capt. John Homans & Rebecca his Wife was Born July 14th. 1761.
- Sarah Man the Daughter of Ephraim & Sarah Man was Born June 4th. 1761.
- Elizabeth Blackman the Daughter of Samuel and Waitstill Blackman was Born May the 7th. 1761.
- John Vose the Son of William & Hannah Vose was Born August 14th. 1761.
- Abigail Goff the Daughter of John & Esther Goff was Born Sepr. 20th. 1761.
- Richard Wiswell the Son of Daniel & Sarah Wiswell was Born Octr. 2d. 1761.
- Hannah Bird the Daughter of Jonathan & Bebe Bird was Born May 26th. 1761.

Sarah Capen the Daughter of Bernard & Hannah Capen was Born Octr. 9th. 1761.
Waitstill Sever the Daughter of William & Patience Sever was Born August 27th. 1761.
Sarah Wheeler the Daughter of Abraham & Sarah Wheeler was Born Octr. 8th. 1761.
Lemuel Bradley the Son of Caleb & Anna Bradley was Born Octr. 13th. 1761.
Martha Minott the Daughter of John & Martha Minott was Born August 8th. 1761.
Samuel Meroth the Son of Samuel & Hannah Meroth was Born Sepr. 10th. 1761.
George Payson the Son of Samuel & Ann Payson was Born Octr. 29th. 1761.
Samuel Farn the Son of Daniel & Mindwell Farn was Born Octr. 13th. 1761.
Ann Clap the Daughter of Noah & Ann Clap was Born November 4th. 1761.
William Crouch the Son of William & Sarah Crouch was Born Octr. 1761.
Thomas Robinson the Son of John Robinson Junr. and Elizabeth his Wife was Born Octr. 29th. 1761.
Susannah Clap the Daughter of Lemuel & Susannah Clap was Born Novr. 2d. 1761.
Alexander, the Son of Nathaniel & Mehetabel Glover was Born November 11th. 1761.
Addington Davenport Hatch the Son of Nathaniel Hatch Esqr. & Elizabeth his Wife was Born September 22d. 1761.
John Robinson the Son of James & Sarah Robinson was Born Novr. 27th. 1761.
Elizabeth Boardman the Daughter of Ebenr. & Florah Boardman was Born Novr. 26th. 1761.
Royal Humfrey the Son of the Revd. Mr. James Humfrey & Esther his Wife of Perquaig was Born Sepr. 22d. 1761.
Rebecca Tilstone the Daughter of Ezekiel & Sarah Tilstone was Born Decr. 29th. 1761.
Samuel Andrews the Son of Samuel & Mary Andrews was Born Sepr. 29th. 1761.
Ephraim Wales the Son of Joseph & Elizabeth Wales was Born 1761.
Rebecca Tailer the Daughter of William & Mary Tailer was Born January 21st. 1761.
Mary Withington the Daughter of Elijah & Molley Withington was Born March 24th. 1761.
Daniel Bird the Son of Edward & Mary Bird was Born May 25th. 1761.
Elinor-Storer Blackman the Daughter of John & Abigail Blackman was Born December 3d. 1761.
Rebecca Tilstone the Daughter of Ezekiel & Sarah Tilstone was Born December 29th. 1761.

1762.

Hannah Hall the Daughter of Paul & Martha Hall was Born January 5th. 1762.
Beulah Foster the Daughter of James Foster Junr & Mary his Wife was Born Janr. 8th. 1762.
Ebenezer Kilton the Son of Elihu & Thankfull Kilton was Born Janr. 15th. 1762.
Sarah Withington the Daughter of James & Elizabeth Withington was Born Octr. 10th. 1762.
William Foster the Son of John & Hannah Foster was Born January 1762.

- John McDaniel the Son of John & Abigail McDaniel was Born January 8th. 1762.
- Hannah Pierce the Daughter of John & Elizabeth Pierce was Born March 20th. 1762.
- Hannah Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born March 1762.
- Sarah Wales the Daughter of John & Sarah Wales was Born March 31st. 1762.
- John Kilton the Son of James & Martha Kilton was Born April 8th. 1762.
- Sarah Humfrey the Daughter of Henry & Abigail Humfrey was Born April 12th. 1762.
- Mary Whiston the Daughter of Joseph & Susannah Whiston was Born April 24th. 1762.
- John Pope the Son of Elijah & Pope was Born July 22d. 1762.
- Mary Wales the Daughter of Timothy & Hannah Wales was Born April 9th. 1762.
- Thomas Everenden the Son of Benjn. & Mary Everenden was Born Febr. 16th. 1762.
- Abigail Withington the Daughter of Philip & Abigail Withington was Born April 12th. 1762.
- Patience How the Daughter of Caleb & Abigail How was Born March 31st. 1762.
- Prudence Trott the Daughter of Thomas & Eunice Trott was Born Octr. 14th. 1762.
- Jonathan Breck the Son of Edward Breck Junr. & Mary his Wife was Born May 12th. 1762.
- Eli Bird the Son of Ebenezer & Jane Bird was Born June 3d. 1762.
- Daniel Withington the Son of Ebenezer Withington Junr. and Molley his Wife was Born July 28th. 1762.
- Joshua Champney the Son of Jonathan & Mary Champney was Born Aug. 1st. 1762.
- Mary Topliff the Daughter of Samuel & Mary Topliff was Born July 11th. 1762.
- Thomas-Trott Robinson the Son of Lemuel & Jerusha Robinson, was Born August 22d. 1762.
- Mary Clap the Daughter of Thomas Clap Junr. & Mary his Wife was Born Sepr. 9th. 1762.
- Hannah King the Daughter of William & Elizabeth King was Born Octr. 12th. 1762.
- Lucy Homans the Daughter of Capt. John Homans & Rebecca his Wife was Born August 31st. 1762.
- Ruth Spur the Daughter of John & Rebecca Spur was Born Sepr. 2d. 1762.
- Lemuel Lyon the Son of Benjamin & Rachel Lyon was Born 1762.
- James Trott Trescott the Son of Jonathan & Sarah Trescott was Born Sepr. 1st. 1762.
- Isaac Bird the Son of Jacob & Elizabeth Bird was Born Sepr. 25th. 1762.
- John Day the Son of John & Mary Day was Born Sepr. 12th. 1762.
- William Robinson the Son of Samuel & Lois Robinson was Born Sepr. 20th. 1762.
- Amond Tebado the Son of Amond & Eliz. Tebado was Born May 18th. 1762.
- John Woods the Son of William & Mary Woods was Born February 17th. 1762.
- Enoch Glover the Son of Enoch & Susannah Glover was Born Novr. 5th. 1762.
- Elizabeth Tolman the Daughter of John Tolman Junr. & Elizabeth his Wife was Born Novr. 20th. 1762.

Edward Stow Leeds the Son of Isaiah & Rebecca Leeds was Born March 21st. 1762.
 Jesse Fowler the Son of Stephen Fowler Junr. & Ann his Wife was Born Novr. 27th. 1762.
 Comfort Bird the Son of Joseph & Elizabeth Bird was Born Decr. 20th. 1762.
 James Taylor the Son of Nathan & Submit Taylor was Born Novr. 3d. 1762.
 Ann Bird the Daughter of Jonathan & Bebe Bird was Born Octr. 22d. 1762.
 Mary Whiston the Daughter of Joseph & Susannah Whiston was Born April 24th. 1762.
 Anna Leeds the Daughter of Josiah & Mary Leeds was Born December 16th. 1762.
 Sarah Spur the Daughter of Joseph & Miriam Spur was Born Novr. 25th. 1762.
 Samuel Capen the Son of John & Abigail Capen was Born Decr. 31st. 1762.
 Lemuel Lyon the Son of Benjamin & Rachel Lyon was Born March 27th. 1762.
 Thomas Rumry the Son of Aaron & Elizabeth Rumry was Born Novr. 30th. 1762.
 Hannah Tilestone the daughter of Nathaniel & Elizabeth Tilestone was Born March 29th. 1762.

1763.

Samuel How the Son of Samuel How Junr. & Margaret his Wife was Born January 25th. 1763.
 Mary Man the Daughter of Ephraim & Sarah Man was Born January 6th. 1763.
 Hannah Holden the Daughter of Samuel & Hannah Holden was Born February 12th. 1763.
 Esther Moseley the Daughter of Thomas & Esther Moseley was Born March 7th. 1763.
 Elizabeth Wiswell the Daughter of Daniel & Sarah Wiswell was Born March 25th. 1763.
 Joseph Hall & Mary Hall the Son & Daughter of Solomon & Mary Hall were born March 8th. 1763.
 Sarah Tilestone the Daughter of Elisha Tilestone Esqr. & Elizabeth his Wife was Born April 5th. 1763.
 Samuel Searls the Son of John & Mary Searls was Born April 3d. 1763.
 Hannah Clap the Daughter of Noah & Ann Clap was Born April 22d. 1763.
 William Malis the Son of Samuel & Sarah Malis was Born April 25th. 1763.
 Anna Pope the Daughter of Elijah & Anna Pope was Born Decr. 7th. 1763.
 Samuel Meroth the Son of Samuel & Hannah Meroth was Born April 30th. 1763.
 Polly Bird the Daughter of Edward & Mary Bird was Born Febr. 18th. 1763.
 William Glover the Son of Nathaniel Glover Junr. & Mehetabel his Wife was Born May 3d. 1763.
 John Wiswell the Son of John Wiswell Junr. & Johannah his Wife was Born May 5th. 1763.
 Anna Crane the Daughter of Zebulun & Anna Crane, was Born April 24th. 1763.
 Abigail Bird the Daughter of Mathew & Elinor Bird was Born June 21st. 1763.

- John Robinson the Son of James & Sarah Robinson was Born July 1763.
- Rachel Bird the Daughter of Aaron & Anna Bird was born July 23d. 1763.
- Jane Clap the Daughter of Jonathan Clap Junr. and Elizabeth his Wife was born August 1st. 1763.
- Lemuel Clap the Son of Lemuel & Susannah Clap was born August 5th. 1763.
- Lois Davis the Daughter of John & Elinor Davis was born May 12th. 1763.
- William Foster the Son of John & Hannah Foster was Born July 11th. 1763.
- James Hall the Son of Paul & Martha Hall was Born August 23d. 1763.
- Timothy Foster the Son of Timothy & Abiel Foster was Born August 21st. 1763.
- Lemuel Bird the Son of Thomas Bird Junr. & Mary his Wife was Born September 6th. 1763.
- Hannah Capen the Daughter of Bernard & Hannah Capen was Born Sepr. 28th. 1763.
- Mary Davenport the Daughter of Isaac & Mary Davenport was Born Sepr. 24th. 1763.
- Lemuel Langley the Son of Joseph & Sarah Langley was Born Sepr. 17th. 1763.
- John Cox the Son of Samuel & Sarah Cox was Born Octr. 12th. 1763.
- Supply Clap the Son of Abner & Hannah Clap was Born Sepr. 6th. 1763.
- Samuel Wheeler the Son of Abraham & Sarah Wheeler was Born Octr. 31st. 1763.
- Mary Trescott y^e Daughter of Ebenr. & Tabitha Trescott was Born July 24th. 1763.
- Lemuel Tilestone the Son of Ezekiel & Sarah Tilestone was Born Novr. 5th. 1763.
- Ebenezer Withington the Son of Philip & Abigail Withington was Born Novr. 11th. 1763.
- Isaac Pierce the Son of John & Elizabeth Pierce was Born Novr. 27th. 1763.
- Eunice Glover y^e Daughter of Nathaniel & Mary Glover was Born June 11th. 1763.
- Susannah Farn the Daughter of Daniel & Mindwell Farn was Born Octr. 28th. 1763.
- Abigail Bird the Daughter of Mathew & Elinor Bird was Born June 24th. 1763.
- Abigail Clap the Daughter of David & Ruth Clap was Born Decr. 28th. 1763.
- Ann Oliver the Daughter of Thomas Oliver Esqr. & Elizabeth his Wife was Born Novr. 7th. 1763.
- Anna Pope the Daughter of Elijah & Anna Pope was Born Decr. 7th. 1763.
- John Goff the Son of John & Esther Goff was Born Mar. 2d. 1763.
- Mills Merrifield the Son of George & Abigail Merrifield was Born May 25th. 1763.
- Zephaniah Everenden the Son of Benjamin & Mary Everenden was born Sepr. 10th. 1763.
- Lewis Glover the Son of Elisha & Jewusha Glover was Born Sepr. 20th. 1763.

1764.

- Margaret Andrews the Daughter of Samuel & Mary Andrews was Born January 14th. 1764.
- Mary Robinson the Daughter of John Robinson Junr. & Elizabeth his Wife was Born Janr. 28th. 1764.

- Benjamin Bird the Son of Jonathan Bird Junr. & Ruth his Wife was Born February 1st. 1764.
- Sarah Davis the Daughter of Elijah & Lydia Davis was Born Janr. 12th. 1764.
- Nathaniel Tilestone the Son of Nathaniel & Elizabeth Tilestone was Born Febr. 16th. 1764.
- Esther Vose the Daughter of William & Hannah Vose was Born Febr. 23d. 1764.
- Salter Withington the Son of James & Elizabeth Withington was Born Febr 19th. 1764.
- Edward Breck the Son of Edward Breck Junr. & Mary his Wife, was Born March 3d. 1764.
- Jonathan Blackman the Son of John & Abigail Blackman was Born March 9th. 1764.
- Jerusha Robinson the Daughter of Lemuel & Jerusha Robinson was Born Mar. 11th. 1764.
- Mary Trescott the Daughter of Joseph & Mary Trescott was Born March 9th. 1764.
- Martha Bird the Daughter of Jonathan & Bebe Bird was Born Apr. 2d. 1764.
- Sarah Blackman the Daughter of Samuel & Waitstill Blackman was Born April 19th. 1764.
- Daniel Leeds the Son of Daniel & Abigail Leeds was Born May 7th. 1764.
- John Foster the Son of James & Mary Foster was Born May 18th 1764.
- Mary Severs the Daughter of William & Patience Severs was Born April 10th. 1764.
- Edmund Pope the Son of Ebenezer & Abigail Pope was Born May 6th 1764.
- Samuel Ward the Son of John & Mary Ward was Born at Fort-Western Janr. 7th. 1764.
- Elijah Kilton the Son of Solomon & Margaret Kilton was Born May 19th. 1764.
- Phinehas Withington the Son of Samuel & Jane Withington was Born June 23d. 1764.
- Joseph Waldo the Son of Joseph & Martha Waldo was Born June 1764.
- Elisha Kilton the Son of Elihu & Thankfull Kilton was Born July 5th. 1764.
- Elizabeth Wiswell the Daughter of Daniel & Sarah Wiswell was Born July 17th. 1764.
- Hannah Bird the Daughter of Joseph & Elizabeth Bird was Born July 16th. 1764.
- Mary Lyon the Daughter of Benjamin & Rachel Lyon was Born July 16th. 1764.
- Jane Bird the Daughter of Ebenezer & Jane Bird was Born July 23d. 1764.
- Susannah Withington the Daughter of Elijah & Molly Withington was Born July 7th. 1764.
- Susannah Wales the Daughter of John & Sarah Wales was Born July 7th. 1764.
- John Minott the Son of John & Martha Minott was Born August 7th. 1764.
- Elizabeth Wales the Daughter of Timothy & Hannah Wales was Born Aug. 10th. 1764.
- John Clap the Son of Noah & Ann Clap was Born Sepr. 11th. 1764.
- Susannah Humfrey the Daughter of Henry & Abigail Humfrey was born Decr. 5th. 1764.
- Thomas Withington the Son of Thomas & Sarah Withington was Born Sepr. 13th. 1764.

- Elizabeth How the Daughter of Samuel How Junr. & Margaret his Wife was Born Sepr. 1764.
- Stephen Homans the Son of Capt. John Homans and Rebecca his Wife was Born Octr. 13th. 1764.
- Jonathan Leeds the Son of Jonathan & Patience Leeds was Born Sepr. 30th. 1764.
- Sarah Rumry the Daughter of Aaron & Elizabeth Rumry was Born August 18th. 1764.
- Elizabeth Glover the Daughter of Enoch & Susannah Glover was Born Novr. 1st. 1764.
- Joseph Goff the Son of John & Esther Goff was Born Novr. 27th. 1764.
- Lois Robinson the Daughter of Samuel & Lois Robinson was Born Novr. 29th. 1764.
- Sarah Bradley the Daughter of Caleb & Anna Bradley was Born Decr. 20th. 1764.
- Ezekiel Blake the Son of Ezekiel & Rachel Blake was Born Novr. 12th. 1764.
- Jane Hatch the Daughter of Nathaniel Hatch Esqr. & Elizabeth his Wife was Born Octr. 24th. 1764.
- Thomas Cox & Hannah Cox the Son & Daughter of Samuel & Sarah Cox were Born Decr. 18th. 1764.
- Elizabeth Neal the Daughter of Henry & Sarah Neal was Born 1764.
- Rhoda Crane the Daughter of Zebulun & Anna Crane was Born Novr. 7th. 1764.
- Ann Boardman the Daughter of Ebenezer & Florah Boardman was Born July 23d. 1764.
- Joseph Pierce the Son of Joseph & Ann Pierce was Born Decr. 13th. 1764.
- Elizabeth Neal the Daughter of Henry & Sarah Neal was Born May 24th. 1764.
- Sarah Davis the Daughter of Paul Davis Junr. & Martha his Wife was Born July 6th. 1764.

1765.

- Edward Clap the Son of Lemuel & Rebecca Clap was Born January 23d. 1765.
- James Spur the Son of John & Rebeckah Spur was Born January 27th. 1765.
- Margaret Williams the Daughter of Zebadiah and Sarah Williams was Born Febr. 2d. 1765.
- Ann Wheeler the Daughter of Abraham & Sarah Wheeler was Born March 8th. 1765.
- Mary Capen the Daughter of John Capen Junr. & Mary Capen was Born March 3d. 1765.
- Prudence Bird the Daughter of Jacob & Elizabeth Bird was Born Febr. 28th. 1765.
- Hannah Tolman the Daughter of John Tolman Junr. & Hannah his Wife was Born Mar. 19th. 1765.
- Elizabeth Hall the Daughter of Paul & Martha Hall was Born April 3d. 1765.
- Samuel Holden the Son of Samuel & Hannah Holden was Born April 10th. 1765.
- Anna Woodward the Daughter of Abraham & Sarah Woodward was Born Apr. 10th. 1765.
- John Capen the Son of John & Abigail Capen was Born May 13th. 1765.
- David Leeds the Son of Isaiah & Rebeckah Leeds was Born May 13th. 1765.

- William Leeds the Son of Josiah & Mary Leeds was Born May 31st. 1765.
- Edward Bird the Son of Edward & Mary Bird was Born March 14th. 1765.
- Bernard Capen the Son of Bernard & Hannah Capen was Born July 6th. 1765.
- James Hall the Son of Ebenezer & Miriam Hall was Born June 19th. 1765.
- Moses Billings the Son of Oliver & Mehetabel Billings was Born June 21st. 1765.
- Katharine McDaniel the Daughter of John & Abigail McDaniel was Born July 17th. 1765.
- Sarah Bird the Daughter of Ebenezer & Jane Bird was Born July 30th. 1765.
- Samuel Payson the Son of Samuel & Ann Payson was Born July 28th. 1765.
- James Bird the Son of Jonathan & Bebe Bird was Born Aug. 1st. 1765.
- Sherebiah Pope the Son of Elijah & Anna Pope was Born July 11th. 1765.
- John Tilestone the Son of Ezekiel & Sarah Tilestone was born August 15th. 1765.
- John How the Son of John & Rachel How was Born Sepr. 4th. 1765.
- Sarah Hall the Daughter of Solomon & Mary Hall was Born Sepr. 10th. 1765.
- Enoch Wiswell the Son of John Wiswell Junr. & Johannah his Wife was Born Sepr. 16th. 1765.
- Samuel Moseley the Son of Thomas & Esther Moseley was Born Octr 3d. 1765.
- Samuel Leeds the Son of Daniel & Abigail Leeds was Born Octr. 6th 1765.
- Esther Mallis the Daughter of Samuel & Sarah Mallis was Born Octr. 3d. 1765.
- Susannah Holden the Daughter of William Holden Junr. & Susannah his Wife was Born Sepr. 25th. 1765.
- Lois Clap the Daughter of Noah & Ann Clap was Born October 15th. 1765.
- Sarah Davenport the Daughter of Isaac & Mary Davenport was Born Octr. 14th. 1765.
- Sarah Hall the Daughter of Hopestill & Sarah Hall was Born Octr. 14th. 1765.
- John Everenden the Son of Benjamin & Mary Everenden was Born April 5th. 1765.
- Robert Searls the Son of John & Mary Searls was Born May 1st. 1765.
- Esther Tilestone the Daughter of Timothy & Hannah Tilestone was Born November 13th. 1765.
- Edward Glover the Son of Nathaniel & Mehetabel Glover was Born 1765.
- Sarah Leeds the Daughter of Jonathan & Patience Leeds was Born Novr. 27th. 1765.
- Hannah Maxfield the Daughter of Samuel & Hannah Maxfield was Born Novr. 29th. 1765.
- Samuel Kilton the Son of Elihu & Thankfull Kilton was Born Decr. 13th. 1765.
- John Bird the Son of Joseph & Elizabeth Bird was Born 1765.
- Mindwell Farn the Daughter of Daniel & Mindwell Farn was Born June 1st. 1765.
- Mary Davis the Daughter of John & Elinor Davis was Born Decr. 18th. 1765.
- William Spur the Son of Joseph & Miriam Spur was Born March 8th. 1765.

Thomas Davis the Son of Elijah & Lydia Davis was Born October 17th. 1765.

Joseph Evans the Son of Thomas & Elizabeth Evans was Born March 1765.

Mary Deleusey the Daughter of Francis & Mary Deleusey was Born Novr. 23d. 1765.

1766.

Josiah Blake the Son of Ebenezer & Mercy Blake was Born January 1st. 1766.

William Withington the Son of James & Elizabeth Withington was Born Janr. 4th. 1766.

William Man the Son of Ephraim & Sarah Man was Born Janr. 11th. 1766.

Mary How the Daughter of Samuel How Junr. and Margaret his Wife was Born Febr. 2d. 1766.

Lydia Blackman the Daughter of John & Abigail Blackman was Born Janr. 25th. 1766.

Lemuel Meroth the Son of Samuel & Hannah Meroth was Born Febr. 10th. 1766.

Elisha Spur the Son of John & Rebeckah Spur was Born Febr. 15th. 1766.

Zibiah Robinson the Daughter of Lemuel & Jerusha Robinson was Born Febr. 15th. 1766.

Eliakim Blackman the Son of Samuel & Waitstill Blackman was Born March 6th. 1766.

Lois Withington the Daughter of Philip and Abigail Withington was Born March 25th. 1766.

Sarah Withington the Daughter of Thomas & Sarah Withington was Born 1766.

Samuel Robinson the Son of John Robinson Junr. & Elizabeth his Wife was Born April 10th. 1766.

Martha Bird the Daughter of Aaron & Anna Bird was Born April 17th. 1766.

Euclid Tilestone the Son of Nathaniel & Elizabeth Tilestone was Born April 6th. 1766.

Benjamin Glover the Son of Enoch & Susannah Glover was Born April 29th. 1766.

Susannah Foster the Daughter of James & Mary Foster was Born April 27th. 1766.

Joseph Breck the Son of Edward Breck Junr. & Mary his Wife was Born June 2d. 1766.

Samuel Clap the Son of David & Ruth Clap was Born June 13th. 1766.

Joseph Robinson the Son of James & Sarah Robinson was Born June 18th. 1766.

Lucy Andrews the Daughter of Samuel & Mary Andrews was Born June 27th. 1766.

Hannah Pierce the Daughter of Edward & Hannah Pierce was Born July 11th. 1766.

Susanna Evans the Daughter of Thomas & Elizabeth Evans was Born August 18th. 1766.

Elizabeth Oliver the Daughter of Thomas Oliver Esqr. & Elizabeth his Wife was Born July 12th. 1766.

Rebecca Homans the Daughter of Capt. John Homans & Rebecca his Wife was Born July 20th. 1766.

Robert Severs the Son of William & Patience Severs was Born July 19th. 1766.

Samuel Tolman the Son of Samuel & Elizabeth Tolman was Born July 27th. 1766.

Abigail Bird the Daughter of Thomas Bird Junr. & Mary his Wife was Born August 3d. 1766.
Abigail Clap the Daughter of Thomas Clap Junr. & Mary his Wife was Born Aug. 2d. 1766.
Thomas Capen the Son of John Capen Junr. & Mary his Wife was Born August 2d. 1766.
Priscilla Bird the Daughter of Ebenezer & Jane Bird was Born August 24th. 1766.
Samuel Pierce the Son of Samuel Pierce Junr. & Elizabeth his Wife was Born August 30th. 1766.
Lydia Tilestone the Daughter of Elisha Tilestone Esqr. & Elizabeth his Wife was Born Sepr. 18th. 1766.
Elizabeth Clap the Daughter of Jonathan Clap Junr. & Elizabeth his Wife was Born Sepr. 25th. 1766.
Mary Kilton the Daughter of James & Martha Kilton was Born Octr. 7th. 1766.
Ann Wiswall the Daughter of Daniel & Sarah Wiswall was Born Novr. 12th. 1766.
Sarah Farrington the Daughter of Stephen & Sarah Farrington was Born Sepr. 6th. 1766.
Sarah Trescott the Daughter of Jonathan & Sarah Trescott was Born Decr. 9th. 1766.
Lewis Withington the Son of Samuel Withington Junr. & Jane his Wife was Born Decr. 27th. 1766.
Dorcas Aldrich the Daughter of Abel Aldrich of Castle William, & Hannah his Wife residing in Dorchester, was Born November 29th. 1766.
Benjamin Everenden the Son of Benjamin & Mary Everenden was Born Sepr. 12th. 1766.
Ann Wales the Daughter of John & Sarah Wales was Born Decr. 10th. 1766.
William Langley the Son of Joseph & Sarah Langley now residing in Dorchester was Born August 15th. 1766.
Sarah King the Daughter of William & Elizabeth King was Born April 3d. 1766.

1767.

Elizabeth Clap the Daughter of Noah & Ann Clap was Born Janr. 10th. 1767.
Hannah Minott the Daughter of John & Martha Minott was Born Janr. 17th. 1767.
Rebecca Hunt the Daughter of Asa & Rebecca Hunt was Born Janr. 10th. 1767.
Lois Holden the Daughter of Phinehas & Thankfull Holden was Born Janr. 10th. 1767.
Josiah Blake the Son of Ebenezer & Mercy Blake was Born Febr. 7th. 1767.
Samuel Clap the Son of Abner & Hannah Clap was Born Janr. 27th. 1767.
John Hall the Son of Hopestill & Sarah Hall was Born Febr. 8th. 1767.
Elizabeth Davis the Daughter of Paul Davis Junr. & Martha his Wife was Born Mar. 2d. 1767.
Hannah the Daughter of Benjamin & Hannah Pierce was Born Janr. 27th. 1767.
Elizabeth Topliff the Daughter of Deacon Samuel Topliff & Mary his Wife was Born Janr. 20th. 1767.
Elizabeth Farn the Daughter of Daniel & Mindwell Farn was Born Janr. 21st. 1767.
William Wales the Son of Timothy & Hannah Wales was Born March 21st. 1767.

- Peter Lyon the Son of Benjamin & Raehel Lyon was Born March 23d. 1767.
- Ann Leeds the Daughter of Samuel Leeds Junr. & Ann his Wife was Born March 18th. 1767.
- Russell Goff the Son of John & Esther Goff was Born Febr. 6th. 1767.
- Susannah Badlam the Daughter of Ezra & Patience Badlam was Born May 10th. 1767.
- Hannah Leeds the Daughter of Jonathan & Patience Leeds was Born May 22d. 1767.
- Elizabeth How the Daughter of John & Rachel How was Born May 20th. 1767.
- James Hall the Son of Paul & Martha Hall was Born May 16th. 1767.
- Sarah Bird & Lydia Bird the Daughters of Joseph & Elizabeth Bird were Born May 12th. 1767.
- John Clark Woodward the Son of Abraham & Woodward was Born May 1767.
- Martha Bird the Daughter of Jonathan & Bebe Bird was Born May 25th. 1767.
- Bernard Capen the Son of Bernard & Hannah Capen was Born June 4th. 1767.
- Hannah Withington the Daughter of Elijah & Molly Withington was Born June 2d. 1767.
- Isaae Leeds the Son of Isaiah & Rebecca Leeds was Born June 19th. 1767.
- Sarah Tolman the Daughter of Ezekiel & Sarah Tolman was Born July 13th. 1767.
- Sarah Hawes the Daughter of Joseph & Sarah Hawes was Born July 5th. 1767.
- Mary Hatch the Daughter of Nathaniel Hatch Esqr. & Elizabeth his Wife was Born March 10th. 1767.
- Moses Robinson the Son of Samuel & Lois Robinson was Born July 1767.
- Justinian Holden the Son of Samuel & Hannah Holden was Born July 19th. 1767.
- Ebenezer Tilestone the Son of Timothy & Hannah Tilestone was Born August 1st. 1767.
- Ebenezer Bird the Son of Ebenezer & Jane Bird was Born August 1st. 1767.
- Abigail Wiswell the Daughter of John Wiswell Junr. & Johannah his Wife was Born August 3d. 1767.
- Lydia Tolman the Daughter of Thomas & Mary Tolman was Born August 4th. 1767.
- Ephraim Davenport the Son of Isaac Davenport & Mary his Wife was Born August 24th. 1767.
- Benjamin Bass Leeds the Son of Daniel & Abigail Leeds was Born August 27th. 1767.
- Ann Hall the Daughter of Ebenezer & Miriam Hall was Born August 23d. 1767.
- Mary Farrington the Daughter of Stephen & Sarah Farrington was Born Sepr. 9th. 1767.
- Samuel Payson the Son of Samuel & Ann Payson was Born Sepr. 27th. 1767.
- Jonas Tolman & James Tolman the Sons of Jonas & Mary Tolman were Born Sepr. 27th. 1767.
- Samuel Maxfield the Son of Samuel & Hannah Maxfield was Born Octr. 4th. 1767.
- Elijah Withington the Son of James & Elizabeth Withington was Born 1767.
- Seth Clap the Son of David & Ruth Clap was Born Novr. 2d. 1767.

Edward Glover the Son of Edward & Hannah Glover was Born December 8th. 1767.

Martha Davis the Daughter of Elijah & Lydia Davis was Born Decr. 9th. 1767.

Sarah Williams the Daughter of Ebenezer & Jerusha Williams (living at Long-Island) was born August 26th. 1767.

John Jennerson the Son of Peter & Jerusha Jennerson, residing in Dorchester was Born Febr. 17th. 1767.

Oliver Billings the Son of Oliver & Mehetabel Billings was Born May 8th. 1767.

Bettee Trescott the Daughter of Ebenezer & Tabitha Trescott was Born Octr. 29th. 1767.

Ann Deleusey the Daughter of Francis & Mary Deleusey was Born August 16th. 1767.

John Jarvis the Son of John & Elizabeth Jarvis residing in Dorchester, was Born at Bedford October 3d. 1767.

Ebenezer Walker the Son of Job & Mary Walker, residing in Dörchester, was Born August 13th. 1767.

1768.

Anna Glover the Daughter of Enoch & Susannah Glover was Born Janr. 17th. 1768.

Hannah the Daughter of Samuel & Sarah Mellish was Born Janr. 5th. 1768.

Thomas Andrews the Son of Samuel & Mary Andrews was Born January 29th 1768.

Solomon Hall the Son of Solomon & Mary Hall was Born Febr. 12th. 1768.

John Tolman the Son of John Tolman Junr. & Hannah his Wife was Born Febr. 21st. 1768.

Daniel Tolman the Son of Samuel & Elizabeth Tolman was Born Febr. 22d. 1768.

Ebenezer Kilton the Son of James & Martha Kilton was Born March 8th. 1768.

Nathaniel Withington the Son of Thomas & Sarah Withington was Born March 5th. 1768.

Jane Hill Glover the Daughter of Nathaniel & Mehetabel Glover was Born April 1768.

William Blake the Son Ezekiel & Rachel Blake was Born March 18th. 1768.

Sarah How the Daughter of Samuel How Junr. & Margaret his Wife was Born May 1st. 1768.

John Maxfield the Son of John & Mary Maxfield was Born May 2d. 1768.

Ruth Foster the Daughter of Capt. James Foster & Mary his Wife, was Born June 6th. 1768.

Ruth Holden the Daughter of William Holden Junr. & Susanna his Wife, was Born June 12th. 1768.

Henry Cox the Son of Samuel & Elizabeth Cox, was Born May 30th. 1768.

Elizabeth Humfrey the Daughter of Henry & Abigail Humfrey was Born June 29th. 1768.

Abigail Leeds the Daughter of John & Jerusha Leeds was Born November 22d. 1768.

Elizabeth Capen the Daughter of John Capen Junr. & Mary his Wife was Born July 3d. 1768.

Mary Wheeler the Daughter of Abraham & Sarah Wheeler was Born July 5th. 1768.

Lois Kilton the Daughter of Elihu & Thankfull Kilton was Born July 7th. 1768.

- Sarah Humfrey the Daughter of Abijah & Sarah Humfrey was Born June 14th. 1768.
- Joseph McDaniel the Son of John & Abigail McDaniel was Born August 1st. 1768.
- Relief Blake the Daughter of Ebenezer & Mercy Blake was Born August 7th. 1768.
- Abigail Blackman the Daughter of John & Abigail Blackman was Born August 9th. 1768.
- William Royal Robinson the Son of Lemuel & Jerusha Robinson was Born August 24th. 1768.
- Lily Pierce the Daughter of Benjamin & Hannah Pierce was Born July 29th. 1768.
- Mary Hall the Daughter of Hopestill & Sarah Hall was Born August 28th. 1768.
- Martha Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born August 29th. 1768.
- Rachel Pope the Daughter of Elijah Pope & Anna his Wife was Born July 8.
- Ann Homans the Daughter of Capt. John Homans and Rebekah his Wife was Born August 12th. 1768.
- James Holden the Son of Jonathan & Mary Ann Holden was Born Septembr. 1st. 1768.
- Jane Meroth the Daughter of Samuel & Hannah Meroth was Born July 5th 1768.
- Mary Foster Severs the Daughter of William Severs Junr. & Mary his Wife was Born July 9th. 1768.
- James Seymour Bird the Son of Mathew & Elinor Bird was Born 1768.
- Sarah Topliff the Daughter of Deacon Samuel Topliff & Mary his Wife was Born Sepr. 29th. 1768.
- Stephen Goff the Son of John & Esther Goff was Born Sepr. 25th. 1768.
- Sarah Clap the Daughter of Noah & Ann Clap was Born October 7th. 1768.
- Francis De Luce the Son of Francis & Mary De Luce was Born Octr. 17th. 1768.
- Jonathan Moseley the Son of Thomas & Esther Moseley was Born October 30th. 1768.
- Shippee Bird the Son of Aaron & Ann Bird was Born Novr. 7th. 1768.
- Benjamin Spur the Son of John & Rebecca Spur was Born Sepr. 14th. 1768.
- William Tolman the Son of Jonas & Mary Tolman was Born Decr. 14th. 1768.
- John Clap the Son of John & Hannah Clap was Born Decr. 19th. 1768.
- Elizabeth Farrington the Daughter of Stephen & Sarah Farrington was Born Decr. 22d. 1768.
- Hannah Wiswall the Daughter of Daniel & Sarah Wiswall was Born Novr. 16th. 1768.
- Francis Deleusey the Son of Francis & Mary Deleusey was Born October 17th. 1768.
- Francis Jarvis the Son of John & Elizabeth Jarvis was Born August 28th. 1768.
- Elizabeth Wilson the Daughter of Abiathar & Mary Wilson was Born May 30th. 1768.
- Mary Langley the Daughter of Joseph Langley residing in Dorchester & Sarah his Wife was Born Sepr. 12th. 1768.
- Lucy Harris the Daughter of Thomas & Elinor Harris was Born Octr. 31st. 1768.

1769.

- Esther Bird the Daughter of Ebenezer & Jane Bird was Born January 8th. 1769.

Luey Preston the Daughter of Edward & Lucy Preston was Born Janr. 23d. 1769.

Ezekiel Tolman the Son of Ezekiel & Sarah Tolman was Born Janr. 22d. 1769.

Sarah Hawes the Daughter of Joseph & Sarah Hawes was Born Janr. 27th. 1769.

Sarah Breck Robinson the Daughter of James & Sarah Robinson was Born Febr. 2d. 1769.

Samuel Leeds the Son of Samuel Leeds Junr. & Ann his Wife was Born Janr. 5th. 1769.

Rebecca Badlam the Daughter of Ezra & Patience Badlam was Born Febr. 5th. 1769.

Oliver Cromwel Bird the Son of Joseph & Elizabeth Bird was Born Janr. 24th. 1769.

Patience Leeds the Daughter of Jonathan & Patience Leeds was Born Febr. 26th. 1769.

Elizabeth White the Daughter of Samuel & Elizabeth White was Born Febr. 22d. 1769.

Rebecca Davis the Daughter of Moses Davis Junr. & Johanna his Wife was Born Janr. 1st. 1769.

Enos Withington the Son of Samuel Withington Junr. & Jane his Wife was Born March 16th. 1769.

Abraham Pierce the Son of Samuel & Elizabeth Pierce was Born March 14th. 1769.

Stephen Bird the Son of Jonathan & Bebe Bird was Born March 15th. 1769.

Ebenezer Wiswall the Son of Ichabod & Mary Wiswall was Born March 31st. 1769.

Jane Bird the Daughter of Edward & Mary Bird was Born Febr. 4th. 1769.

Ruth Maxfield the Daughter of Samuel & Hannah Maxfield was Born April 20th. 1769.

Ebenezer Davenport the Son of Isaae & Mary Davenport was Born April 29th. 1769.

Abigail Minott the Daughter of John & Martha Minott was Born May 31st. 1769.

Sarah Tolman the Daughter of Thomas & Mary Tolman, was Born June 7th. 1769.

William Withington the Son of Philip & Abigail Withington was Born June 15th. 1769.

George How the Son of John & Rachel How was Born July 6th. 1769.

Stephen Wales the Son of Timothy & Hannah Wales was Born July 12th. 1769.

James Clap the Son of Thomas Clap Junr. & Mary his Wife was Born August 27th. 1769.

Edward Holden the Son of Samuel & Hannah Holden was Born August 30th. 1769.

Charlotte Withington the Daughter of Thomas & Sarah Withington was Born August 26th. 1769.

Susannah Clap the Daughter of Jonathan Clap Junr. & Elizabeth his Wife was Born Sepr. 20th. 1769.

Samuel Clap the Son of Lemuel & Rebecca Clap was Born October 1st. 1769.

Hannah How the Daughter of Samuel How Junr. & Margaret his Wife was Born Oetr. 1769.

Abigail Crane the Daughter of Zebulun & Anna Crane, was Born Oetr. 1769.

John Lucas Jenerson the Son of Samuel & Jenerson was Born September 1769.

- Rachel Farn the Daughter of Daniel & Dorcas Farn was Born Novr. 9th. 1769.
- Samuel Tolman the Son of Samuel & Elizabeth Tolman was Born Novr. 9th. 1769.
- Ann Ward the Daughter of John & Mary Ward was Born Novr. 3d. 1769.
- Joseph Walker the Son of Job & Mary Walker residing in Dorchester was Born July 25th. 1769.
- Elizabeth Wales the Daughter of John & Sarah Wales was Born Novr. 1769.
- Edward Pierce the Son of Edward & Hannah Pierce was Born Novr. 20th. 1769.
- Lydia Capen the Daughter of John & Abigail Capen was Born Octr. 31st. 1769. Born several Months after the Death of her Father.
- Rachel Vaughan the Daughter of John Vaughan Residing in Dorchester & Rachel his Wife was Born Decr. 30th. 1769.
- Stephen Andrews the Son of Samuel & Mary Andrews was Born December 1st. 1769.
- Elizabeth Marrow the Daughter of William & Rebecca Marrow was Born Febr. 17th. 1769.
- James Aldrich the Son of Abel & Hannah Aldrich was Born May 8th. 1769.
- Mary Wood the Daughter of Lemuel & Mary Wood was Born Sepr. 11th. 1769.
- Robert Cox the Son of Samuel & Elizabeth was Born Novr. 19th. 1769.
- Abigail Leeds the Daughter of Daniel & Abigail Leeds, was Born August 10th. 1769.

1770.

- Samuel Vose the Son of William & Hannah Vose was Born Janr. 1st. 1770.
- Lydia Clap the Daughter of Noah & Ann Clap was Born Febr. 3d. 1770.
- Rebecca Tilestone the Daughter of Timothy & Hannah Tilestone was Born Febr. 9th. 1770.
- Hannah Hall the Daughter of Ebenezer & Miriam Hall was Born Janr. 28th. 1770.
- John Pierce the Son of John Pierce Junr. & Thankfull his Wife was Born Febr. 9th. 1770.
- Daniel Oliver the Son of Daniel & Sarah Oliver was Born Febr. 1770.
- Andrew Blackman the Son of John & Abigail-Blackman was Born Febr. 18th. 1770
- Sarah Hall the Daughter of Solomon & Mary Hall was Born Febr. 17th. 1770.
- Ann Capen the Daughter of Bernard & Hannah Capen was Born March 2d. 1770.
- Samuel Davis the Son of Paul & Martha Davis was Born Febr. 13th. 1770.
- Moses Richarson the Son of Moses & Richarson was Born March 1770.
- Ruth Capen the Daughter of John & Mary Capen was Born March 20th. 1770.
- Samuel Glover the Son of Enoch & Susanna Glover was Born March 29th. 1770.
- Ann Pierce the Daughter of Joseph & Ann Pierce was Born January 10th. 1770.
- Benjamin Foster the Son of Capt. James Foster & Mary his Wife was Born April 13th. 1770.
- William Blackman the Son of Samuel & Waitstill Blackman was Born April 18th. 1770.

- Samuel Lyon the Son of Benjamin & Rachel Lyon was Born April 1770.
- John White the Son of John & Susanna White was Born May 9th. 1770.
- Edmund Baker the Son of Doer. James Baker & Lydia his Wife was Born April 16th. 1770.
- Eunice Clap the Daughter of Nathaniel & Eunice Clap was Born May 25th. 1770.
- Benjamin Dolbier Tolman the Son of Elijah & Experience Tolman was Born June 25th. 1770.
- Martha Hall the Daughter of Paul & Martha Hall was Born June 3d. 1770.
- Polly Robinson the Daughter of Lemuel & Jerusha Robinson was Born July 14th. 1770.
- Sarah Blake the Daughter of Ebenezer Blake Junr. & Mercy his Wife was Born July 19th. 1770.
- Prudence Farrington the Daughter of Stephen & Sarah Farrington was Born 1770.
- Molly Malis the Daughter of Samuel & Sarah Malis was Born May 18th. 1770.
- Relief Holland Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born August 3d. 1770.
- Samuel-Bowman Jarvis the Son of John & Elizabeth Jarvis residing in Dorchester, was Born August 11th. 1770.
- Priscilla Baker the Daughter of Ebenezer & Abigail Baker was Born Sepr. 5th. 1770.
- Samuel Topliff the Son of Deacon Samuel Topliff & Mary his Wife was Born Sepr. 19th. 1770.
- Hannah Badlam the Daughter of Ezra & Patience Badlam was Born Sepr. 11th. 1770.
- Sarah Beals the Daughter of Israel & Eunice Beals Residing in Dorchester, was Born June 17th. 1770.
- Lucy Withington the Daughter of Elijah & Molly Withington was Born Sepr. 20th. 1770.
- Hopestill Hall the Son of Hopestill & Sarah Hall was Born Octr. 1st. 1770.
- Hannah Wiswall the Daughter of Ichabod & Mary Wiswall was Born October 6th. 1770.
- Ruth Deleusey the Daughter of Francis & Mary Deleusey was Born Octr. 4th. 1770.
- Ebenezer Clap the Son of Lemuel & Rebecca Clap was Born Octr. 8th. 1770.
- Lemuel Tolman the Son of Ezekiel & Sarah Tolman was Born Octr. 8th. 1770.
- Lydia Merow the Daughter of William & Rebecca Merow was Born Octr. 20th. 1770.
- Joseph Hawes the Son of Joseph & Sarah Hawes was Born Octr. 1770.
- Elizabeth Withington Daughter of Thomas & Sarah Withington was Born December 14th. 1770.
- Rufus Kilton the Son of Elihu & Thankfull Kilton was Born Octr. 31st. 1770.
- William Payson the Son of Samuel & Ann Payson was Born October 24th. 1770.
- James Clap the Son of Abner & Hannah Clap was Born October 30th. 1770.
- John Holden the Son of Jonathan & Mary Ann Holden was Born Novr. 3d. 1770.
- Hannah Bird the Daughter of Thomas & Mary Bird was Born Novr. 30th. 1770.

Hannah Davis the Daughter of Moses Davis Junr. and Johanna his Wife was Born Decr. 4th. 1770.

Alexander Glover the Son of Alexander & Hannah Glover was Born Decr. 19th. 1770.

Josiah Leeds the Son of Josiah & Mary Leeds was Born Decr. 4th. 1770.

Benjamin Pierce the Son of Benjamin & Hannah Pierce was Born Decr. 29th. 1770.

Anna King the Daughter of William & Anna King, Residing at Brookline, was Born Decr. 3d. 1770.

Johanna Wilson the Daughter of Abiathar & Mary Wilson was Born Janr. 18th. 1770.

Amos Maxfield the Son of Ebenezer & Elizabeth Maxfield was Born October 23d. 1770.

Deborah Bradley the Daughter of Joshua & Sarah Bradley, residing in Roxbury, was Born Novr. 4th. 1770.

Susanna Paxton Hatch the Daughter of Nathaniel Hatch Esqr. & Elizabeth his Wife was Born March 13th. 1770.

1771.

Elisha Tolman the Son of John Tolman Junr. & Hannah his Wife was Born January 10th. 1771.

Samuel Humfrey the Son of Henry & Abigail Humfrey was Born Janr. 17th. 1771.

Job Walker the Son of Job and Mary Walker was Born Janr. 9th. 1771.
Born some Months after the Decease of his Father, who had Resided in Dorchester some time.

Abraham How the Son of Abraham & Patience How was Born Janr. 15th. 1771.

William Bird the Son of Aaron & Anna Bird was Born Janr. 28th. 1771.

Lydia Holden the Daughter of William Holden Junr. & Susanna his Wife was Born Febr. 2d. 1771.

Edward Leeds the Son of Jonathan & Patience Leeds was Born Janr. 11th. 1771.

Ebenezer Goff the Son of John & Esther Goff was Born Febr. 25th. 1771.

William Cole the Son of William & Sarah Cole was Born Janr. 21st. 1771.

Lydia Maxfield the Daughter of Samuel & Hannah Maxfield was Born March 11th. 1771.

John Davenport the Son of Isaac & Mary Davenport was Born April 19th. 1771.

Samuel How the Son of Samuel How Junr. & Margaret his Wife was Born April 25th. 1771.

Lucy Withington the Daughter of Samuel Withington Junr. & Jane his Wife was Born May 18th. 1771.

Jerusha Leeds the Daughter of John & Jerusha Leeds was Born January 8th. 1771.

Susanna Robinson the Daughter of James & Sarah Robinson was Born June 8th. 1771.

Eunice Bird the Daughter of Jonathan & Bebe Bird was Born June 11th. 1771.

Ebenezer Clap the Son of Noah & Ann Clap was born August 25th. 1771.

Samuel Trescott the Son of Jonathan & Sarah Trescott was Born August 19th. 1771.

Rachel How the Daughter of John & Rachel How was Born August 25th. 1771.

Hannah Glover the Daughter of Edward & Hannah Glover was Born August 23d. 1771.

Enos Blake the Son of Ezekiel & Rachel Blake was Born July 10th. 1771.
 Hannah Merow the Daughter of Samuel & Hannah Merow was Born August 25th. 1771.
 Joseph Wilson the Son of Abiathar & Mary Wilson was Born July 27th. 1771.
 Joseph Davenport the Son of Joseph & Mary Davenport was Born July 17th. 1771.
 Samuel Clap the Son of Samuel & Elizabeth Clap was Born Sepr. 21st. 1771.
 Eunice Beals the Daughter of Abijah & Eunice Beals was Born Sepr. 7th. 1771.
 Lois Clap the Daughter of Ezra & Susanna Clap was Born Octr. 20th. 1771.
 Mary Withington the Daughter of Samuel Withington Tertius & Mary his Wife was Born Sepr. 23. 1771.
 Elizabeth Pierce the Daughter of Samuel & Elizabeth Pierce was Born Sepr. 26th. 1771.
 Susanna Bird the Daughter of Ebenezer & Jane Bird was Born October 18th. 1771.
 Rebecca Clap the Daughter of Lemuel & Rebecca Clap was Born November 13th. 1771.
 Mary Tolman the Daughter of Samuel & Elizabeth Tolman was Born Novr. 25th. 1771.
 Archebal McElroy the Son of James & McElroy was Born January 17th. 1771.
 Ezekiel Leeds the Son of Daniel & Abigail Leeds was Born Decr. 20th. 1771.
 Jonathan Bowman the Son of Jonathan Bowman Esqr. of Pownalborough & Mary his Wife was Born April 13th. 1771.
 Susanna Wood the Daughter of Lemuel & Mary Wood was Born March 5th. 1771.
 Henry Withington the Son of James & Elizabeth Withington was Born April 18th. 1771.
 Ann Boardman the Daughter of Ebenezer & Florah Boardman was Born July 1st. 1771.
 Hannah Wiswell the Daughter of Ichabod & Mary Wiswall was Born Octr. 7th. 1771.
 Joseph Cox the Son of Samuel & Elizabeth Cox was Born Febr. 5th. 1771.

1772.

Sarah Oliver the Daughter of Daniel & Sarah Oliver was Born Janr. 1st. 1772.
 Priscilla Hall the Daughter of Solomon & Mary Hall was Born Janr. 13th. 1772.
 Ruth Tolman the Daughter of Thomas & Mary Tolman was Born Janr. 25th. 1772.
 Jonathan Clap the Son of Jonathan Clap Junr. & Elizabeth his Wife was Born Janr. 25th. 1772.
 Fanny Farn the Daughter of Daniel & Dorcas Farn was Born Febr. 7th. 1772.
 Stephen Jarvis the Son of John & Elizabeth Jarvis residing in Dorchester, was Born Janr. 9th. 1772.
 Joseph Foster the Son of Joseph and Hephzibah Foster was Born March 1772.
 Elizabeth Maxfield the Daughter of Ebenezer & Elizabeth Maxfield was Born Febr. 8th. 1772.
 Unite Blackman the Son of Samuel & Waitstill Blackman was Born Febr. 17th. 1772.

- James Bird the Son of Mathew & Elinor Bird was Born Janr. 11th. 1772.
- Esther Capen the Daughter of John & Mary Capen was Born Febr. 28th. 1772.
- Patience Leeds the Daughter of Jonathan & Patience Leeds was Born April 18th. 1772.
- Richard Topliff the Son of Deacon Samuel Topliff & Mary his Wife was Born April 8th. 1772.
- John Maxfield the Son of John & Mary Maxfield was Born January 9th. 1772.
- Ebenezer Blake the Son of Ebenezer Blake Junr. & Mercy Blake was Born April 26th. 1772.
- Lois Capen the Daughter of Bernard & Hannah Capen was Born May 28th. 1772.
- Hannah Clap & Nathaniel Clap the Daughter & Son of John & Hannah Clap were Born June 10th. 1772.
- Thomas Baker Wheeler the Son of Abraham & Sarah Wheeler was Born June 11th. 1772.
- John De Leusey the Son of Francis & Mary De Leusey was Born May 20th. 1772.
- James McElroy the Son of James & Elizabeth McElroy was Born May 29th. 1772.
- Susanna Tilestone the Daughter of Timothy & Hannah Tilestone was Born July 16th. 1772.
- Abigail Wales the Daughter of Timothy & Hannah Wales was Born July 14th. 1772.
- Joseph Turner the Son of Joseph & Asenath Turner was Born July 19th. 1772.
- Nathaniel Tolman the Son of Ezekiel & Sarah Tolman was Born August 9th. 1772.
- Rebecca Hall the Daughter of Ebenezer & Miriam Hall was Born August 13th. 1772.
- Joseph Capen the Son of Christopher & Abigail Capen, was Born August 23d. 1772.
- Patience Badlam the Daughter of Ezra & Patience Badlam was Born August 17th. 1772.
- Sarah Andrews the Daughter of Samuel & Mary Andrews was Born August 17th. 1772.
- Hannah Glover the Daughter of Alexander & Hannah Glover was Born August 23d. 1772.
- Rebecca Leeds Dickerman the Daughter of Benjamin & Bettee Dickerman was Born August 25th. 1772.
- William Merow the Son of William & Rebecca Merow was Born August 1772.
- Charles Clap the Son of Thomas Clap Junr. & Mary his Wife was Born Sepr. 2d. 1772.
- Ebenezer Tolman the Son of Ebenezer Tolman Junr. & Sarah his Wife was Born Sepr. 1st. 1772.
- Lydia Bird the Daughter of Joseph & Elizabeth Bird was Born June 1772.
- Mary-Ann Humfrey the Daughter of Henry & Abigail Humfrey was Born Sepr. 7th. 1772.
- Sarah Park the Daughter of Edward & Jerusha Park was Born Sepr. 9th. 1772.
- Lydia-Adams Davis the Daughter of Paul & Martha Davis was Born Sepr. 20th. 1772.
- William Hawes the Son of John & Sarah Hawes was Born October 23d. 1772.
- James Blackman the Son of John & Abigail Blackman was Born Octr. 4th. 1772.

Esther Bird the Daughter of Ebenezer & Jane Bird was Born Octr. 18th. 1772.

Ann Davis the Daughter of Capt. Elijah Davis & Lydia his Wife was Born Octr. 19th. 1772.

Esther Weeks Goff the Daughter of John & Esther Goff was Born August 14th. 1772.

Elizabeth Robinson the Daughter of Lemuel & Jerusha Robinson was Born Novr. 29th. 1772.

Anne Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was December 2d. 1772.

Sarah Park the Daughter of Edward & Jerusha Park was Born September 9th. 1772.

Sarah Trescott the Daughter of Ebenezer & Tabitha Trescott was Born August 27th. 1772.

Susanna Tolman the Daughter of Elijah & Experience Tolman was Born Janr. 1st. 1772.

Stephen Mellish the Son of Samuel & Sarah Mellish was Born Octr. 22d. 1772.

Susanna Leeds the Daughter of John & Jerusha Leeds was Born August 13th. 1772.

Zeruiah Holden the Daughter of Samuel & Hannah Holden was Born May 20th. 1772.

1773.

Mary Wiswell the Daughter of Iehabod & Mary Wiswell was Born Janr. 7th. 1773.

Mary-Ann Holden the Daughter of Jonathan & Mary-Ann Holden was Born Febr. 5th. 1773.

John Davenport the Son of Joseph & Mary Davenport was Born Febr. 16th. 1773.

Thomas Kilton the Son of James & Martha Kilton was Born March 1773.

Rachel Belcher the Daughter of Samuel & Rachel Belcher was Born March 3d. 1773.

Phinehas Hall the Son of Paul & Martha Hall was Born March 11th. 1773.

Stephen Withington the Son of James & Elizabeth Withington was Born Janr. 16th. 1773.

James-Blake How the Son of Abraham & Patience How was Born March 31st. 1773.

Sarah Leeds the Daughter of Daniel & Abigail Leeds was Born April 22d. 1773.

John Bird the Son of Aaron & Ann Bird was Born May 31st. 1773.

Joseph Langley the Son of Joseph Langley of Boston & Sarah his Wife was Born Octr. 22d. 1773.

Daniel Davenport the Son of Isaac & Mary Davenport was Born June 5th. 1773.

William Farrington the Son of Stephen & Sarah Farrington was Born June 26th. 1773.

John Pierce the Son of John Pierree Junr. & Sarah his Wife was Born July 14th. 1773.

Samuel Withington the Son of Samuel Withington Tertius & Mary his Wife was Born August 12th. 1773.

Rachel How the Daughter of John & Rachel How was Born August 19th. 1773.

Abigail Cole the Daughter of William & Sarah Cole was Born Novr. 21st. 1773.

Abigail Pierce the Daughter of Samuel & Elizabeth Pierce was Born Sepr. 15th. 1773.

- Elijah Williams the Son of Ebenezer Williams & Jerusha his Wife was Born 1773.
- Benjamin Cox the Son of Samuel & Elizabeth Cox was Born Sepr. 26th. 1773.
- Nancy Martin-McElroy the Daughter of James & Elizabeth McElroy was Born Octr. 14th. 1773.
- Mary Glover the Daughter of Edward & Hannah Glover was Born Decr. 1773.
- Susanna Clap the Daughter of Ezra & Susanna Clap was Born Decr. 30th. 1773.
- Elizabeth Tolman the Daughter of Samuel Tolman & Elizabeth his Wife was Born Decr. 1773.
- Lydia How the Daughter of Samuel How Junr. & Margaret his Wife was Born September 5th. 1773.
- Jason Clap the Son of Lemuel & Rebecca Clap was Born Sepr. 20th. 1773.
- Lydia Tolman the Daughter of Thomas & Mary Tolman was Born Decr. 21st. 1773.
- William Jones the Son of Elijah & Mary Jones was Born March 20th. 1773.
- Nathaniel Minott the Son of John & Martha Minott was Born July 12th. 1773.
- Sarah Baker the Daughter of James Baker Tertius & Lydia his Wife was Born Febr. 24th. 1773.
- Ezra Badlam the Son of Ezra & Mary Badlam was Born Decr. 11th. 1773.
- Ann Maxfield the Daughter of Ebenezer & Elizabeth Maxfield was Born Novr. 13th. 1773.
- Lily-Evans Merow the Daughter of Samuel & Hannah Merow was Born August 26th. 1773.
- Elizabeth Blake the Daughter of Ezekiel & Rachel Blake was Born May 30th. 1773.
- Patty-Bulkley Williams the Daughter of Edward & Martha Williams was Born July 13th. 1773.

1774.

- Hopestill Leeds the Son of Jonathan & Patience Leeds was Born Janr. 1st. 1774.
- Samuel White the Son of Samuel & Mary White was Born Janr. 1774.
- Jemima Clap the Daughter of Samuel & Elizabeth Clap was Born Febr. 13th. 1774.
- Polly Pierce the Daughter of Joseph Pierce & Ann his Wife was Born Janr. 7th. 1774.
- Esther Capen the Daughter of John & Mary Capen was Born March 14th. 1774.
- Andrew Park the Son of Edward & Jerusha Park was Born Febr. 25th. 1774.
- Moses Tolman the Son of Ezekiel & Sarah Tolman was Born April 1774.
- Oliver Clap the Son of Abner & Hannah Clap was Born April 12th. 1774.
- Stephen Blackman the Son of John & Abigail Blackman was Born May 1774.
- Mercy-Green Bradley the Daughter of John & Mary Bradley was Born May 16th. 1774.
- Susanna Oliver the Daughter of Daniel & Sarah Oliver was Born 1774.
- Thomas-Evans Merow the Son of William & Rebecca Merow was Born May the 31st 1774.
- Billy Blake the Son of Seth & Ruxby Blake was Born April 2d. 1774.
- James Blake the Son of Jonathan & Sarah Blake was Born July 24th. 1774.

- Joseph Clap the Son of Joseph Clap Junr. & Abigail his Wife was Born August 10th. 1774.
- Rebecca Spur the Daughter of John & Rebecca Spur was Born August 1st. 1774.
- Edward Davenport the Son of Joseph & Mary Davenport was Born Sepr. 6th. 1774.
- Susanna Holden the Daughter of Samuel & Hannah Holden was Born Sepr. 1774.
- John Hawes the Son of Joseph & Sarah Hawes was Born Aug. 31st. 1774.
- Susanna Maxfield the Daughter of Samuel & Hannah Maxfield was Born Sepr. 17th. 1774.
- Abigail Kilton the Daughter of Elihu & Thankfull Kilton was Born Sepr. 27th. 1774.
- Thomas De Leusey the Son of Francis & Mary De Leusey was Born August 27th. 1774.
- Joseph Severs the Son of Jonathan & Priscilla Severs was Born July 6th. 1774.
- Fanny Tilestone the Daughter of Timothy & Hannah Tilestone was Born Octr. 12th. 1774.
- Richard Clap the Son of Lemuel & Rebeeca Clap was Born Octr. 15th. 1774.
- Lucy Merow the Daughter of John & Lucy Merow was Born Sepr. 28th. 1774.
- Thomas-Jones Tolman the Son of Ebenezer Tolman Junr. & Sarah his Wife was Born Octr. 18th. 1774.
- Nabby Belcher the Daughter of Samuel & Rachel Belcher was Born Octr. 18th. 1774.
- Jemima Tolman the Daughter of John Tolman Junr. & Hannah his Wife was Born Novr. 3d. 1774.
- Abraham Wheeler the Son of Abraham & Sarah Wheeler was Born November 4th. 1774.
- Ruth Wales the Daughter of Timothy & Hannah Wales was Born Novr. 14th. 1774.
- Zaccheus Davis the Son of Paul & Martha Davis was born Novr. 14th. 1774.
- Lois Hall the Daughter of Ebenezer & Miriam Hall was Born November 20th. 1774.
- Jane-Hill Tilestone the Daughter of Ezekiel & Mehetabel Tilestone was Born Decr. 4th. 1774.
- Eunice Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born Decr. 1774.
- Nathaniel Leeds the Son of Samuel Leeds Junr. & Ann his Wife was Born December 5th. 1774.
- Sarah Pierree the Daughter of John Pierce Junr. & Sarah his Wife was Born Deer. 17th. 1774.
- Elizabeth Baker the Daughter of Dr. James Baker & Lydia his Wife was Born Deer. 1774.
- Benjamin-Wadsworth Glover the Son of Ebenezer & Sarah Glover was Born December 14th. 1774.
- Nancy Leeds the Daughter of John and Jerusha Leeds was Born Sepr. 15th. 1774.
- Esther Wilson the Daughter of Abiathar & Mary Wilson was Born June 26th. 1774.
- Lucy Merow the Daughter of John & Lucy Merow was Born Sepr. 28th. 1774.
- Betsey Pope the Daughter of Lemuel & Elizabeth Pope, was Born April 1st. 1774.
- Benjamin Bird the Son of Mathew & Elinor Bird, was Born June 15th. 1774.

1775.

- Alexander Leeds the Son of Jonathan & Patience Leeds was Born Janr. 10th. 1775.
- Jonathan Hall the Son of Hopestill & Sarah Hall was Born Janr. 11th. 1775.
- Mary Hall the Daughter of Richard Hall Junr. & Sarah his Wife was Born Janr. 13th. 1775.
- Betsy How the Daughter of Abraham & Patience How was Born Janr. 23d. 1775.
- Betsy Leeds the Daughter of Daniel & Abigail Leeds was Born Janr. 30th. 1775.
- Elizabeth Jones the Daughter of Elijah & Mary Jones was Born February 24th. 1775.
- Esther Wiswell the Daughter of Ichabod & Mary Wiswell was Born March 14th. 1775.
- Ezekiel Holden the Son of Jonathan and Mary-Ann Holden was Born March 11th. 1775.
- Stephen Hall the Son of Paul & Martha Hall was Born March 26th. 1775.
- James Bird the Son of Ebenezer & Jane Bird was Born March 21st. 1775.
- Anna Baker the Daughter of John Baker Junr. & Anna his Wife was Born May 6th. 1775.
- Susanna Capen the Daughter of John & Mary Capen was Born September the 10th. 1775.
- Abraham Bird the Son of Aaron & Ann Bird was Born Sepr. 29th. 1775.
- Hannah Holden Bird the Daughter of Ezekiel & Hannah Bird was Born Octr. 2d. 1775.
- Johanna Maxfield the Daughter of Ebenezer & Maxfield was Born August 1st. 1775.
- Rebecca Glover the Daughter of Alexander & Hannah Glover was Born March 23d. 1775.
- Eunice Mellish the Daughter of Samuel & Sarah Mellish was Born Octr. 23d. 1775.
- Lemuel Capen the Son of Bernard & Hannah Capen was Born May 13th. 1775.
- Phinehas Tolman the Son of Ezekiel & Sarah Tolman was Born Novr. 9th. 1775.
- Ezekiel Pierce the Son of Joseph & Ann Pierce was Born August 23d. 1775.
- Joseph How the Son of John & Rachel How was Born Decr. 1st. 1775.
- George Pierce the Son of Capt. Samuel Pierce & Elizabeth his Wife was Born Decr. 6th. 1775.
- Moses Everett the Son of the Revd. Mr. Moses Everett & Lucy his Wife was Born Novr. 25th. 1775.
- Elizabeth Andrews the Daughter of Samuel & Mary Andrews was Born Novr. 5th. 1775.
- Jane Withington the Daughter of Samuel Withington Tertius & Mary his Wife was Born Sepr. 23d. 1775.
- Abigail-Glover Clap the Daughter of Joseph Clap Junr. & Abigail his Wife was Born Sepr. 26th. 1775.
- Elisha Clap the Son of Elisha & Sarah Clap was Born Decr. 29th. 1775.
- Mo. The Child abovesd. was Born between four and five months after the Death of his Father.
- William Tolman the Son of Desire & Sarah Tolman was Born Decr. 26th. 1775.
- Jacob Bird the Son of Jacob & Sarah Bird was Born Febr. 24th. 1775.

William Sumner the Son of William & Elizabeth Sumner was Born July 10th. 1775.
 Lois How the Daughter of Samuel How Junr. & Margaret his Wife was Born June 12th. 1775.
 Edward Capen the Son of John Capen Junr. & Patience his Wife was Born August 19th. 1775.
 Susanna Cox the Daughter of Samuel & Elizabeth Cox was Born March 30th. 1775.
 George-Washington Robinson the Son of Col. Lemuel Robinson & Jerusha his Wife was Born July 23d. 1775.
 Ezra Badlam the Son of Ezra and Patience Badlam was Born May 1775.
 Phinehas Baker the Son of James Baker Tertius & Lydia his Wife was Born Decr. 31st. 1775.
 Susanna Blake the Daughter of Enos & Susanna Blake was Born July 24th. 1775.
 Naney Walcs the Daughter of Capt. Ebenr. Wales & Eunice his Wife was Born Decr. 14th. 1775.
 Sally Blake the Daughter of Seth & Ruxby Blake was Born Sepr. 26th. 1775.
 Edmund Tilestone the Son of Ezekiel Tilestone Junr. & Waitstill his Wife was Born May 6th. 1775.
 Edmund-Molton Smith the Son of Jonathan & Mary Smith, was Born July 9th. 1775.

1776.

Thankfull Lyon the Daughter of Benjamin & Rachel Lyon was Born January 1776.
 Lucy Clap the Daughter of Noah & Ann Clap was Born March 27th. 1776.
 James Blackman the Son of John & Abigail Blackman was Born April 3d. 1776.
 Jason Davenport the Son of Joseph & Mary Davenport was Born 1776.
 Patience Blake the Daughter of Jonathan & Sarah Blake was Born March 5th. 1776.
 Elizabeth Baker Withington the Daughter of Ebenezer Withington Junr. & Elizabeth his Wife was Born March 31st. 1776.
 Eunice Blake the Daughter of Joseph & Thankfull Blake was Born Febr. 1776.
 Waitstill Tolman the Daughter of Thomas & Mary Tolman was Born April 26th. 1776.
 Elisha Clap the Son of Capt. Lemuel Clap & Rebecea his Wife was Born June 25th. 1776.
 Lewis Glover the Son of Edward & Hannah Glover was Born June 26th. 1776.
 Jesse Goff the Son of John & Esther Goff was Born June 5th. 1776.
 Susanna-Lewis Tolman the Daughter of Elijah & Experience Tolman was Born June 16th. 1776.
 Stephen Robinson the Son of James & Sarah Robinson was Born August 23d. 1776.
 Elizabeth Capen the Daughter of Ebenezer & Merey Capen was Born July 21st. 1776.
 Molly Pierce the Daughter of John Pierce Junr. & Sarah his Wife was Born Sepr. 29th. 1776.
 Anna Robinson the Daughter of Ebenzer & Silenee Robinson was Born April 16th. 1776.
 Born Several Months after the Death of her Father.
 Mary Wilson the Daughter of Abiathar & Mary Wilson was Born Sepr. 25th. 1776.

- Silence the Daughter of & Judith Withington was Born
1776.
- Samuel Belcher the Son of Samuel & Rachel Belcher was Born Octr.
29th. 1776.
- Susanna Tolman the Daughter of Jonas & Mary Tolman was Born
Novr. 23d. 1776.
- John Capen the Son of John & Mary Capen was Born Novr. 26th. 1776.
- Edward Tolman the Son of Samuel & Elizabeth Tolman was Born
Novr. 28th. 1776.
- Lucy Maxfield the Daughter of Samuel & Hannah Maxfield was Born
October 10th. 1776.
- Patty Holden the Daughter of Dr. Phinehas Holden & Thankfull his
Wife was Born Novr. 28th. 1776.
- Sarah Bird the Daughter of Jonathan & Bebe Bird was Born Decr. 20th.
1776.
- Edmund-How Langley the Son of Joseph & Sarah Langley residing in
Dorchester, was Born Sepr. 10th. 1776.
- Betsey Tilestone the Daughter of Timothy & Hannah Tilestone was
Born Decr. 22d. 1776.
- Lucy Foster the Daughter of Joseph & Hephzibah Foster was Born
July 29th. 1776.
- Asa Pierce the Son of Benjamin & Hannah Pierce was Born March 11th.
1776.
- Rebecca Merow the Daughter of William & Rebecca Merow was Born
Decr. 13th. 1776.
- Polly Morris the Daughter of William Morris residing in Dorchester &
Thankfull his Wife was Born May 19th. 1776.
- Edward Williams the Son of Edward & Martha Williams was Born
Novr. 24th. 1776.
- Lemuel Nash the Son of Jonathan & Ann Nash was Born Octr.
1776.

1777.

- Lydia Baker the Daughter of Dr. James Baker & Lydia his Wife was
Born Janr. 1st. 1777.
- Stephen Tolman the Son of John Tolman Junr. & Hannah his Wife was
Born Janr. 4th. 1777.
- Elizabeth Sumner the Daughter of William & Elizabeth Sumner was
Born March 17th. 1777.
- Mary Oliver the Daughter of Daniel & Sarah Oliver was Born March
1777.
- Timothy Clap the Son of Samuel and Elizabeth Clap was Born March
28th. 1777.
- Polly Hall the Daughter of Richard & Sarah Hall was Born April 4th.
1777.
- Priscee Holden the Daughter of Jonathan & Mary-Ann Holden was
Born March 22d. 1777.
- Betsy Hawes the Daughter of Joseph & Sarah Hawes was Born
1777.
- William Wiswell the Son of Ichabod & Mary Wiswell was Born May
25th. 1777.
- Rebecca-Clark Merow the Daughter of Samuel & Hannah Merow was
Born Janr. 30th. 1777.
- John Leeds the Son of John & Jerusha Leeds was Born June 15th.
1777.
- Oliver Glover the Son of Alexander & Hannah Glover was Born June
14th. 1777.
- Ruth Tolman the Daughter of Ezekiel & Sarah Tolman was Born June
17th. 1777.

James Leeds the Son of Jonathan and Patience Leeds was Born June 27th. 1777.

Isaac How the Son of Isaac & Sarah How was Born June 17th, 1777.

Polly Spur the Daughter of John & Rebecca Spur was Born August 8th. 1777.

Phinehas Goff the Son of John and Esther Goff was Born August 4th. 1777.

Nathaniel Clap the Son of John & Hannah Clap was Born August 28th. 1777.

Patience How the Daughter of Abraham & Patience How was Born August 30th. 1777.

Stephen Clap the Son of Capt. Lemuel Clap & Rebecca his Wife was Born September 9th. 1777.

Elleck Leeds the Son of Samuel Leeds Junr. & Ann his Wife was Born Sepr. 11th. 1777.

John Bird the Son of Jacob & Sarah Bird was Born August 16th. 1777.

William-Davis Wales the Son of Capt. Ebenezer Wales & Eunice his Wife was Born Sepr. 25th. 1777.

Ezekiel Bird the Son of Ezekiel and Hannah Bird was Born Octr. 8th. 1777.

Jonathan Pierce the Son of Jonathan & Mary Pierce was Born Octr. 11th. 1777.

Mary Thayer the Daughter of Jaazaniah & Thayer residing in Dorchester was Born 1777.

Betsey Price, the Daughter of Henry Bird Junr. & his Wife was born October the 20th. 1777.

Charles Bird the Son of Ebenezer & Jane Bird was Born Novr. 18th. 1777.

Mary Clark the Daughter of George & Elizabeth Clark was Born October 28th. 1777.

William Holden the Son of Samuel & Hannah Holden was Born Decr. 1st. 1777.

Jonathan Bridgham the Son of Jerusha Bird was Born Decr. 29th. 1777.

Lemuel Humfrey the Son of Henry & Abigail Humfrey was Born December 9th. 1777.

Susanna Bradley the Daughter of John & Mary Bradley was Born Decr. 9th. 1777.

Polly Badlam the Daughter of Major Stephen Badlam & Mary his Wife was Born Decr. 8th. 1777.

Ruth Cole the Daughter of William & Sarah Cole was Born June 12th. 1777.

Seth Blake the Son of Seth & Ruxby Blake was Born Decr. 6th. 1777.

Betsey Tilestone the Daughter of Ezekiel Tilestone Junr. & Waitstill his Wife was Born Sepr. 2d. 1777.

James Bird the Son of Aaron Bird Junr. & Johanna his Wife was Born June 29th. 1777.

John Humfrey the Son of John Humfrey Junr. & Susanna his Wife was Born Sepr. 26th. 1777.

1778.

Esther Glover the Daughter of Ebenezer & Sarah Glover, was Born Janr. 15th. 1778.

John Capen the Son of John Capen Junr. & Patience his Wife, was Born Febr. 8th. 1778.

Stephen Tolman the Son of Desire & Sarah Tolman, was Born Febr. 14th. 1778.

Phinchas-Holden Moseley the Son of Ebenezer & Abigail Moseley was Born February 17th. 1778.

- Sarah Blake the Daughter of Jonathan & Sarah Blake was Born February 16th. 1778.
- Polly Williams the Daughter of John & Mary Williams was Born March 7th. 1778.
- Ebenezer Trescott the Son of Ebenezer & Deborah Trescott was Born Janr. 21st. 1778.
- Samuel Baker the Son of James Baker Junr. & Lydia his Wife was Born July 1778.
- Elisha Coolidge the Son of Samuel & Elizabeth Coolidge was Born March 20th. 1778.
- William Clap the Son of Joseph Clap Junr. & Abigail his wife was Born March 1778.
- Joseph How the Son of John & Rachel How was Born April 1st. 1778.
- Hannah Hall the Daughter of Capt. Hopestill Hall & Sarah his Wife was Born April 21st. 1778.
- Jerusha Jones the Daughter of Elijah & Jones born November 18th. 1778.
- John Williams the Son of John Williams Junr. & Anna his wife, was Born April 16th. 1778.
- Stephen-Gore Leeds the Son of Daniel & Abigail Leeds, was Born May 2d. 1778.
- Elihu Kilton the Son of Elihu & Thankfull Kilton, was Born June 5th. 1778.
- Jonas-Humfrey Clap the Son of Ezra & Susanna Clap was Born June 21st. 1778.
- Eunice Pierce the Daughter of John Pierce Junr. & Sarah his Wife was Born July 1st. 1778.
- Nathaniel Swift the Son of Nathaniel & Mary Swift was Born July 15th. 1778.
- Stephen Davenport the Son of Joseph & Mary Davenport was Born July 18th. 1778.
- Lydia Trescott the Daughter of Jonathan & Sarah Trescott was Born Sepr. 22d. 1778.
- Anna Pierce the Daughter of Colonel Samuel Pierce & Elizabeth his Wife was Born Sepr. 13th 1778.
- Stephen Holden the Son of William & Susanna Holden was Born Sepr. 25th. 1778
- Samuel Withington the Son of Samuel Withington Junr. & Mary his Wife was Born Octr. 2d. 1778.
- Martha Baker the Daughter of Preserved & Submit Baker was Born January 10th. 1778.
- Joseph Lovell the Son of Joseph & Elizabeth Lovell, was Born Octr. 29th. 1778.
- Elizabeth-Foster Rice the Daughter of Matthias & Mary Rice was Born August 17th. 1778.
- Betsey Holden the Daughter of Dr. Phinehas Holden & Thankfull his Wife was Born Novr. 7th. 1778.
- Stephen Clap the Son of Ezekiel & Lydia Clap was Born Decr. 22d. 1778.
- George-Washington Badlam the Son of Col. Ezra Badlam & Patience his Wife was Born December 5th. 1778.
- Patience Tolman the Daughter of Samuel & Elizabeth Tolman was Born Decr. 6th. 1778.
- Samuel How the Son of Isaac and Sarah How was Born Novr. 29th. 1778
- Abigail Sumner the Daughter of Clement & Elizabeth Sumner was Born August 24th. 1778.
- Priscilla Wilson the Daughter of Abiathar & Mary Wilson was Born May 14th. 1778.
- Jonathan Severs the Son of Jonathan & Priscilla Severs, was Born August 3d. 1778.

Sally Pope the Daughter of Elijah & Martha Pope, was Born Novr. 9th. 1778.

Susanna the Daughter of Jeremiah & Susanna McIntosh, was Born August 17th. 1778.

1779.

Nathaniel Leeds the Son of Nathan & Elizabeth Leeds was Born January 18th. 1779.

Joshua Pierce the Son of Benjn. & Hannah Pierce was Born June 29th. 1779.

John Capen the Son of Ebenezer & Mercy Capen was Born Febr. 5th. 1779.

William Clap the Son of Capt. Lemuel Clap & Rebecca his Wife was Born March 3d. 1779.

Susanna-Capen Phillips the Daughter of Thomas & Abigail Phillips was Born Janr. 8th. 1779.

Susanna Holden the Daughter of Jonathan & Mary-Ann Holden was Born March 18th. 1779.

Johanna Belcher the Daughter of Samuel & Rachel Belcher was Born March 23d. 1779.

James Humfrey the Son of James & Elizabeth Humfrey was Born April 30th. 1779.

Richard Hall the Son of Richard & Sarah Hall was Born May 22d. 1779.

Thomas Baker the Son of Thomas & Abigail Baker was Born Febr. 23d. 1779.

John Tolman the Son of Ezekiel & Sarah Tolman was Born May 29th. 1779.

Joshua Pierce the Son of Benjn. & Hannah Pierce was Born June 29th. 1779.

Joseph Tolman the Son of Jonas & Mary Tolman was Born June 17 1779.

Polly Vose the Daughter of George & Mary Vose was Born May 25th. 1779.

John Minott the Son of George & Eunice Minott was Born May 9th. 1779.

Sarah Capen the Daughter of Ephraim & Dorothy Capen was Born July 2d. 1779.

Lemuel White the Son of John & Mary White was Born July 26. 1779.

Polly Leeds the Daughter of Jonathan & Patience Leeds was Born July 27th. 1779.

Polly Blackman the Daughter of Moses & Prudence Blackman was Born July 20th. 1779.

Daniel Pierce the Son of Jonathan & Mary Pierce was Born August 4th. 1779.

Waitstill Tilestone the Daughter of Ezekiel Tilestone Junr. & Waitstill his Wife was Born Novr. 29th. 1779.

James Everett the Son of the Revd. Mr. Moses Everett & Johanna his Wife was Born August 9th. 1779.

Betsy Wales the Daughter of Ebenezer Wales Esqr. & Eunice his Wife was Born August 1779.

Sally Tolman the Daughter of Desire & Sarah Tolman was Born August 13th. 1779.

Sally Bird the Daughter of Jacob & Sarah Bird was Born August 20th. 1779.

Ann Blackman the Daughter of Samuel & Waitstill Blackman was Born August 1779.

Lemuel Trescott the Son of Ebenezer & Deborah Trescott was Born May 21st. 1779.

- Mary Bird the Daughter of Thomas & Hannah Bird was Born August 24th. 1779.
- William Swift the Son of Nathaniel & Mary Swift was Born Sepr. 11th. 1779.
- Sally Spur the Daughter of John and Rebecca Spur was Born Sepr. 3d. 1779.
- Polly Foster the Daughter of Edward & Polly Foster was Born Sepr. 21st. 1779.
- James Allen the Son of William and Elizabeth Allen was Born Octr. 1779.
- Hannah-Jones Spooner the Daughter of John-Jones Spooner & Nabby his Wife was Born Sepr. 25th. 1779.
- Sukey Merow the Daughter of John & Luey Merow was Born May 16th. 1779.
- Sally Humfrey the Daughter of John Humfrey Junr. & Susannah his Wife was Born Octr. 5th. 1779.
- Nabby Hunt the Daughter of Joseph & Hunt was Born 1779.
- Betsee-Bird Merrifield the Daughter of Samuel & Sarah Merrifield was Born 1779.
- Lydia Bird the Daughter of Ebenezer & Jane Bird was Born Novr. 1st. 1779.
- Luey Clap the Daughter of Thomas Clap Junr. & Mary his Wife was Born Octr. 21st. 1779.
- Samuel-Dier Clap the Son of Joseph Clap Junr. & Abigail his Wife was Born Novr. 4th. 1779.
- Joseph Blake the Son of Increase & Sarah Blake was Born Novr. 22d. 1779.
- David Boardman the Son of & Elizabeth Boardman, was Born 1779.
- Polly How the Daughter of Abraham & Patience How, was Born Deer. 6th. 1779.
- Naney Withington the Daughter of Lemuel & Ann Withington was Born Novr. 28th. 1779.
- Stephen Badlam the Son of Major Stephen Badlam & Mary his Wife was Born Deer. 2d. 1779.
- Jerusha-Eaton Glover the Daughter of Nathaniel & Merey Glover was Born Novr. 12th. 1779.
- Lemuel Blake the Son of Enos & Raehel Blake was Born June 5th. 1779.
- William Tilestone the Son of Ezekiel & Mehetabel Tilestone was Born Novr. 29th. 1779.
- Betsey, the Daughter of Nathaniel & Submit Weatherby, was born Oetober the 27th. 1779.
- William Bird the Son of Aaron Bird Junr. & Johanna his Wife was Born May 11th. 1779.
- Susanna Cleavland the Daughter of Edward Cleavland a Negro and Mary his Wife, was Born April 6th. 1779.
- Mary Leeds the Daughter of Daniel and Abigail Leeds, was Born Novr. 12th. 1779.

1780.

- Elizabeth Clap the Daughter of Samuel & Elizabeth Clap was Born January 11th. 1780.
- Sally Blake the Daughter of Seth & Ruxby Blake was Born Janr. 8th. 1780.
- Polly Clap the Daughter of Col. Ebenezer Clap & Mary his Wife was Born Febr. 20th. 1780.
- Sally Jones the Daughter of Thomas Jones Junr. & Ann his Wife was Born January 15th. 1780.

- John Baker the Son of Preserved and Submit Baker was Born Febr. 27th. 1780.
- Phinehas Hawes the Son of Joseph & Sarah Hawes was Born 1780.
- Sarah Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born March 22d. 1780.
- Nancy Williams the Daughter of John & Mary Williams was Born March 23d. 1780.
- John Capen the Son of John Capen Junr. & Patience his Wife was Born April 9th. 1780.
- Jonas Pierce the Son of John & Sarah Pierce was Born April 15th. 1780.
- Nancy the Daughter of Elijah & Jones, born November 8th. 1780.
- John Baker the Son of John Baker Junr. & Eliphah his Wife was Born May 1st. 1780.
- Nancy Sumner the Daughter of Clement & Elizabeth Sumner was Born April 27th. 1780.
- Beckee Bird the Daughter of Henry Bird Junr. & Margaret his Wife was Born April 27th. 1780.
- Ebenezer-Pope Belcher the Son of Samuel & Rachel Belcher was Born May 21st. 1780.
- Jonathan Blake the Son of Jonathan & Sarah Blake was Born May 29th. 1780.
- Thomas-Tilestone Coolidge the Son of Samuel & Elizabeth Coolidge was Born May 28th. 1780.
- Sukee Cox the Daughter of Benjamin Cox residing in the Town & Susanna his Wife was Born May 19th. 1780.
- Eunice Thayer the Daughter of Jaazaniah & Thayer, residing in Dorchester, was Born June 1780.
- Richard Clap the Son of Capt. Lemuel Clap & Rebecca his Wife was Born July 24th. 1780.
- John-Wiswell Merow the Son of Samuel & Hannah Merow was Born June 7th. 1780.
- Betsee Mellish the Daughter of Samuel & Sarah Mellish was Born Aug. 3d. 1780.
- Sarah Capen the Daughter of John & Mary Capen was Born Sepr. 4th. 1780.
- Ruth Williams the Daughter of John Williams Junr. & Anna his Wife. was Born Sepr. 4th. 1780.
- Anna Blackman the Daughter of Samuel Blackman Junr. & Elizabeth his Wife was Born Decr. 25th. 1780.
- Patty Pope the Daughter of Elijah and Martha Pope, was Born Decr. 12th. 1870.
- John-Flavel Pierce the Son of Deacon Edward Pierce & Sarah his Wife was Born Sepr. 26. 1780.
- John Johnson the Son of Obadiah Johnson residing in the Town & Sarah his Wife was Born Sepr. 24th. 1780.
- James Baker the Son of James Baker Junr. & Lydia his Wife was Born Octr. 6th. 1780.
- Rebecca Armstrong the Daughter of John Armstrong, residing in the Town, & Elizabeth his Wife was Born Octr. 5th. 1780.
- Ezra Clap the Son of Ezra & Mary Clap, was Born Novr. 23d. 1780.
- Lydia Phillips the Daughter of Thomas & Abigail Phillips was Born Novr. 3d. 1780.
- Johanna-Bird Everett the Daughter of the Revd. Mr. Moses Everett & Johanna his Wife, was Born Decr. 7th. 1780.
- Hannah Withington the Daughter of Ebenezer Withington Tertius & Mary his Wife was Born Decr. 5th. 1780.
- Thomas Bird the Son of Thomas & Hannah Bird was Born Decr. 10th. 1780.

Sally Cox the Daughter of William and Susanna Cox was Born July 3d. 1780.

Ann Tolman the Daughter of Samuel & Elizabeth Tolman was Born Decr. 31st. 1780.

Ebenezer Moseley the Son of Ebenezer & Abigail Moseley was Born Octr. 31st. 1780.

Elizabeth Clark the Daughter of George & Elizabeth Clark, was Born Octr. 31st. 1780.

Thomas-Bickford Morris the Son of William & Thankfull Morris, lately residing in Dorchester, was Born November 13th. 1780.

Susanna Wilson the Daughter of Abiathar & Mary Wilson was Born August 6th. 1780.

William Severs, the Son of Jonathan & Priscilla Severs, was Born Novr. 14th. 1780.

1781.

George Bird the Son of Jonathan & Bebe Bird was Born Janr. 6th. 1781.

Moses How the Son of Moses & Mary How, was Born September 1st. 1781.

Elizabeth Glover the Daughter of Edward & Hannah Glover was Born Janr. 6th. 1781.

Betsee Lovell the Daughter of Joseph & Elizabeth Lovell, was Born Janr. 12th. 1781.

James How the Son of John & Rachel How was Born January 25th. 1781.

Stephen Blackman the Son of Lemuel & Elizabeth Blackman was Born Janr. 13th. 1781.

Johanna-Glover Bird the Daughter of Aaron Bird Junr. & Johanna his Wife was Born Febr. 9th. 1781.

Samuel How the Son of Samuel and Sarah How was Born Febr. 6th. 1781.

Mary Swift the Daughter of Nathaniel & Mary Swift, was Born March 18th. 1781.

Edward Foster the Son of Edward & Polly Foster, was Born March 24th. 1781.

Thomas Tolman the Son of Thomas & Mary Tolman, was Born April 16th. 1781.

William Trescott the Son of Ebenezer & Deborah Trescott, was Born April 8th. 1781.

Edward Wiswell the Son of Ichabod & Mary Wiswell was Born April 10th. 1781.

Joseph Humfrey the Son of James and Elizabeth Humfrey, was Born April 23d. 1781.

Spencer Fenno the Son of Enoch & Mary Fenno was Born March 15th. 1781.

Samuel Bird the Son of Ezekiel & Hannah Bird was Born May 11th. 1781.

Samuel-How Tolman the Son of Desire & Sarah Tolman was born April 30th. 1781.

George Vose the Son of George & Mary Vose was Born May 5th. 1781.

Nathaniel Baker the Son of Preserved & Submit Baker was Born May 31st. 1781.

Jeremiah the Son of Jeremiah & Susanna McIntosh was Born Janr. 28th. 1781.

William Tilestone the Son of Timothy & Hannah Tilestone was Born June 13th. 1781.

John Merow the Son of John and Lucy Merow was Born May 16th. 1781.

Nabby Glover the Daughter of Alexander & Hannah Glover was Born June 21st. 1781.

Sally Lyon the Daughter of Thomas & Sarah Lyon was Born June 12th. 1781.

Lucy Holden the Daughter of Jonathan & Mary-Ann Holden was Born June 18th. 1781.

Jacob-Hasey Butman the Son of Jacob & Hannah Butman residing in Dorchester, was Born Janr. 17th. 1781.

Sukee Wales the Daughter of Ebenezer Wales Esqr. & Eunice his Wife, was Born July 31st. 1781.

Hannah Clap the Daughter of Joseph Clap Junr. & Abigail his Wife was Born July 25th. 1781.

Charles Leeds the Son of Nathan & Elizabeth Leeds was Born 1781.

Jesse the Son of Jesse Fowler & his wife born May 9th — 1781.

Mary-Baker Withington the Daughter of Lemuel & Ann Withington was Born July 30th. 1781.

Ebenezer Clap the Son of Col. Ebenezer Clap & Mary his Wife was Born August 20th. 1781.

Jonathan How the Son of Isaac and Sarah How was Born August 21st. 1781.

Sarah Hall the Daughter of Richard & Sarah Hall, was Born Sepr. 20th. 1781.

Edward Cleavland the Son of Edward Cleavland a Negro & Mary his Wife, was Born August 1st. 1781.

Nathaniel Holden the Son of William & Susanna Holden, was Born Octr. 5th. 1781.

Hannah Baker the Daughter of Thomas & Abigail Baker, was Born Sepr. 29th. 1781.

George Minott & Eunice Minott the Son & Daughter of George & Eunice Minott were Born Sepr. 28th. 1781.

Hannah-Capen Foster the Daughter of John Foster Junr. & Sarah his Wife, was Born, Sepr. 20th. 1781.

Sarah Humfrey the Daughter of John Humfrey Junr. & Susanna his Wife, was Born Octr. 6th. 1781.

Benjamin Lyon the Son of Benjamin & Elizabeth Lyon was Born August 4th. 1781.

Susanna Bartlett the Daughter of William & Susanna Bartlett, residing in Dorchester, was Born Decr. 11th. 1781.

Hannah Mellish the Daughter of John & Hannah Mellish was Born August 16th. 1781.

Patty Pope the Daughter of Elijah & Pope, was Born 1781.

Patience Davenport the Daughter of Joseph & Mary Davenport, was Born March 15th. 1781.

Mary Pierce the Daughter of Jonathan & Mary Pierce, was Born Novr. 2d. 1781.

Edward Badlam the Son of Col. Ezra Badlam & Patience his Wife was Born Novr. 13th. 1781.

Stephen Leeds the Son of Daniel & Abigail Leeds, was Born Sepr. 9th. 1781.

James Leeds the Son of Frances Leeds, was Born Octr. 27th. 1781.

Abigail Badlam the Daughter of Major Stephen Badlam & Mary his Wife, was Born Nov. 4th, 1781.

Katy the Daughter of & Hannah Tilestone was Born June 21st 1781.

Phinehas Withington the Son of Elizabeth Withington Junr., was Born June 1st. 1781.

James Blake the Son of Seth & Ruxby Blake, was Born Novr. 18th. 1781.

1782.

- Eunice Tolman the Daughter of John & Hannah Tolman, was Born Janr. 16th. 1782.
- Elizabeth Hall the Daughter of Col. Hopestill Hall & Sarah his Wife, was Born Janr. 10th. 1782.
- Patty Allen the Daughter of William & Elizabeth Allen was Born Janr. 20th. 1782.
- Polly-Houghton Belcher the Daughter of Samuel & Rachel Belcher was Born Janr. 14th. 1782.
- Susanna Clap the Daughter of Ezekiel & Lydia Clap, was Born Janr. 27th. 1782.
- Samuel-Blake Pierce the Son of John & Sarah Pierce, was Born Febr. 4th. 1782.
- Seth Sumner the Son of Clement & Elizabeth Sumner, was Born Febr. 10th. 1782.
- Betsee Wales the Daughter of John Wales Junr. & Hannah his Wife, was Born Febr. 13th. 1782.
- Elisha Coolidge the Son of Samuel & Elizabeth Coolidge was Born March 19th. 1782.
- James Clap the Son of Samuel and Elizabeth Clap, was Born March 23d. 1782.
- Moses Blackman the Son of Moses & Prudence Blackman was Born March 12th. 1782.
- Mercy-Eaton Glover the Daughter of Nathaniel & Mercy Glover, was Born March 10th. 1782.
- Nancy Armstrong the Daughter of John & Elizabeth Armstrong, was Born March 16th. 1782.
- Jacob Bird the Son of Jacob & Sarah Bird was Born March 29th. 1782.
- Andrew Jones the Son of Thomas Jones Junr. & Ann his Wife, was Born Febr. 3d. 1782.
- Ebenezer Jones the son of Ebenezer & Elizabeth Jones, was Born April 7th. 1782.
- Katharine Clap the Daughter of Capt. Lemuel Clap & Rebecca his Wife, was Born April 17th. 1782.
- Hannah White the Daughter of John & Mary White, was Born May 6th. 1782.
- Sally-Webb Swan the Daughter of James Swan Esqr. & Hepzibah his Wife, was Born May 19th. 1782.
- Susanna Capen the Daughter of John Capen Junr. & Patience his Wife, was Born June 24th. 1782.
- Mary-Payson Withington the Daughter of Ebenezer Withington Tertius & Mary his Wife, was Born June 23d. 1782.
- Sally Tucker the Daughter of Joseph & Sarah Tucker, residing in Dorchester, was Born May 27th. 1782.
- William Baker the Son of James Baker Junr. & Lydia his Wife was Born July 3d. 1782.
- Susanna Cox the Daughter of William & Susanna Cox was Born July 12th. 1782.
- Susanna-Baker Bird the Daughter of Aaron Bird Junr. & Johanna his Wife was Born August 7th. 1782.
- Joseph How the Son of John How Junr. & Relief his Wife was Born July 25th. 1782.
- Sarah Tilestone the Daughter of Nathaniel & Elizabeth Tilestone was Born July 30th. 1782.
- Benjamin Cox the Son of Benjamin Cox, residing in the Town, & Susanna his Wife, was Born August 28th. 1782.
- Elizabeth Clap the Daughter of Ebenezer Clap Esqr. & Mary his Wife, was Born Sepr. 10th. 1782.

Nelson Tilestone the Son of Ezekiel Tilestone Junr. & Waitstill his Wife was Born Sepr. 19th. 1782.

Hannah-Holden Capen the Daughter of Ebenezer & Merey Capen, was Born Sepr. 1782.

Ezra Towers & James Towers the Sons of Jonathan & Basmoth Towers, were Born April 26th. 1782.

John Hunt the Son of Joseph & Hunt was Born 1782.

Elizabeth Fowler the Daughter of Samuel & Mary Fowler, was Born July 3d. 1782.

Samuel Severs the Son of Jonathan & Priscilla Severs, was Born Sepr. 15th. 1782.

James Everett the Son of the Revd. Mr. Moses Everett & Johanna his Wife was Born Octr. 13th. 1782.

James Butman the Son of Jacob-Hasey Butman & Hannah his Wife residing in Dorehester, was Born 1782.

Sarah Torey the Daughter of Reuben & Abigail Torey, was Born Octr. 31st. 1782.

Josiah Clap the Son of Ezra & Mary Clap, was Born Novr. 20th. 1782.

Betsey Holden the Daughter of Capt. Samuel Holden & Hannah his Wife was Born Janr. 28th. 1782.

Jane-Brower Glover the Daughter of Alexander Glover Junr. & Nancy his Wife, was Born August 28th. 1782.

Isaac Cox & Ruth Cox the Son & Daughter of Samuel & Elizabeth Cox, were Born August 1782.

Sukee Andrews the Daughter of John & Mary Andrews, was Born Decr. 5th. 1782.

Sarah Swift the Daughter of Nathaniel & Mary Swift was Born December 23d. 1782.

Lydia Humfrey the Daughter of William & Susanna Humfrey, was Born August 8th. 1782.

Samuel Severs the Son of Jonathan & Priscilla Severs, was Born Sepr. 15th. 1782.

Polly Pope the Daughter of Elijah & Martha Pope, was Born July 1782.

Jaazaniah-Tueker Clark the Son of George & Elizabeth Clark, was Born January 14th. 1782.

Ebenezer Seaver the Son of Mary Pain was Born May the 5th. 1782.

Elisabeth, the Daughter of Saml. & Susannah Bird born Sepr. 16-1782.

Lucinda the Daughter of Elijah & Jones borne June the 21st. 1782.

1783.

Jemima Foster the Daughter of Edward & Polly Foster, was Born Janr. 29th. 1783.

Nathaniel Bird the Son of Thomas & Hannah Bird, was Born Janr. 26th. 1783.

William Walker the Son of William & Elizabeth Walker was Born February 7th. 1783.

Anna Williams the Daughter of John Williams Junr. & Anna his Wife, was Born Febr. 8th. 1783.

Elizabeth Humfrey the Daughter of James & Elizabeth Humfrey was Born Febr. 22d. 1783.

Jeremiah Fenno the Son of Enoch & Mary Fenno, was Born Febr. 14th. 1783.

Lydia Blackman the Daughter of Samuel & Waitstill Blackman was Born Febr. 21st. 1783.

John Foster the Son of John Foster Junr. & Sarah his Wife, was Born Febr. 1st. 1783.

- James Baker the Son of John Baker Junr. & Eliphah his Wife, was Born Mar. 10th. 1783.
- Esther Lovell the Daughter of Joseph & Elizabeth Lovell, was Born March 10th. 1783.
- Asahel How the Son of Isaac & Sarah How, was Born March 15th. 1783.
- Susanna Harrington the Daughter of Samuel & Silence Harrington, was Born Febr. 12th. 1783.
- Thomas Blackman the Son of Samuel Blackman Junr. & Elizabeth his Wife, was Born March 1783.
- Eunice Mellish the Daughter of John & Hannah Mellish, was Born April 1st. 1783.
- Susanna-Glover Lyon the Daughter of Benjamin & Elizabeth Lyon, was Born March 26th. 1783.
- Eunice Bird the Daughter of Jacob & Sarah Bird, was Born April 18th. 1783.
- Sally Clap the Daughter of Joseph Clap Junr. & Abigail his Wife, was Born May 2d. 1783.
- Polly Cox the Daughter of William & Molly Cox, residing in Dorchester, was Born January 4th. 1783.
- John Cheney the Son of Thomas & Cheney, residing in Dorchester, was Born 1783.
- Mehetabel Vose the Daughter of George & Mary Vose, was Born January 9th. 1783.
- Peggce-Smith Bird the Daughter of Henry Bird Junr. & Margaret his Wife, was Born April 16th. 1783.
- Betsee Blackman the Daughter of Lemuel & Elizabeth Blackman, was Born June 4th. 1783.
- Hannah Withington the Daughter of Phinehas & Hannah Withington was Born June 18th. 1783.
- Edward How the Son of Abraham & Patience How, was Born July 12th. 1783.
- Edward Leeds the Son of Edward-Stow Leeds & Nancy his Wife, was Born July 12th. 1783.
- Thomas Lyon the Son of Thomas & Sarah Lyon, was Born July 24th. 1783.
- Sarah Perry the Daughter of Thomas & Mary Perry residing in Dorchester, was Born July 13th. 1783.
- Alexander Pierce the Son of Jonathan & Mary Pierce, was Born August 7th. 1783.
- Elizabeth Davenport the Daughter of Samuel & Elizabeth Davenport, was Born August 19th. 1783.
- Caleb Hawes the Son of Joseph & Sarah Hawes, was Born 1783.
- Joseph Leeds the Son of Daniel & Abigail Leeds, was Born September 10th. 1783.
- Elizabeth-Bowes Coolidge the Daughter of Samuel & Elizabeth Coolidge, was Born October 16th. 1783.
- George Pierce the Son of Colo. Samuel Pierce & Elizabeth his Wife, was Born October 17th. 1783.
- Hannah Pierce the Daughter of John & Sarah Pierce, was Born Octr. 14th. 1783.
- Mary Shadwick the Daughter of Nathaniel & Shadwick, residing in Dorchester, was Born Octr. 1783.
- James Lewis the Son of James & Hannah Lewis, was Born Octr. 8th. 1783.
- Edward Tolman the Son of Desire & Sarah Tolman, was Born Sepr. 26th. 1783.
- Caleb-Bradley Merow the Son of John & Luey Merow, was Born October 1783.
- Charlotte Moseley the Daughter of Ebenezer & Abigail Moseley was Born Octr. 31st. 1783

Nathaniel Blake the Son of Nathl. & Ann Blake, was Born March 25th. 1783.

James-Keadie Swan the Son of James Swan Esqr. & Hephzibah his Wife, was Born on Wednesday the 22d of October 1783, about five of the Clock in the Morning.

John Minott the Son of George & Eunice Minott, was Born Novr. 16th. 1783.

Oliver How the Son of Samuel & Sarah How, was Born Decr. 22d. 1783.

Nathaniel Clap the Son of Nathaniel & Hannah Clap, was Born December 21st. 1783.

Sarah Cox the Daughter of Samuel Cox Junr. & Mary his Wife, was Born Decr. 25th. 1783.

Hannah Holden the Daughter of Jonathan & Mary-Ann Holden, was Born June 6th 1783.

Venus the Daughter of Cesar Thatcher & Hannah his Wife, was Born June the 10th. 1783.

Nabby Bird the Daughter of Edward Bird Junr. & Abigail his Wife, was Born April 12th. 1783.

Betsey Bartlett the Daughter of William & Susanna Bartlett, residing in Dorchester, was Born November 22d. 1783.

Elijah Trescott the Son of Ebenezer & Deborah Trescott, was Born March 21st. 1783.

John, the Son of George & Mary Talbut was born August the 26th. 1783.

1784.

John Belcher the Son of Samuel & Rachel Belcher, was Born January 7th. 1784.

Rebecca Clap the Daughter of Capt. Lemuel Clap & Rebecca his Wife, was Born March 6th. 1784.

Enos Tolman the Son of Ezekiel & Sarah Tolman, was Born January 19th. 1784.

Mary Wiswell the Daughter of Ichabod & Mary Wiswell, was Born Mar. 16th. 1784.

Lydia Withington the Daughter of Samuel & Mary Withington, was Born March 13th. 1784.

Enoch-Glover Bird the Son of Aaron Bird Junr. & Johanna his Wife, was Born April 14th. 1784.

Ebenezer-Vose Lyon the Son of Samuel-Belcher Lyon & Mary his Wife, was Born April 1st. 1784.

John Humfrey & Joshua Humfrey the Sons of John Humfrey Junr. and Susanna his Wife, were Born April 17th. 1784.

Beckee-Bradley Severs the Daughter of Jonathan & Priscilla Severs, was Born Janr. 16th. 1784.

William Badlam the Son of Colo. Ezra Badlam & Patience his Wife, was Born May 5th. 1784.

Susanna Andrews the Daughter of John & Mary Andrews, was Born April 24th. 1784.

Samuel-Turell Armstrong the Son of John & Elizabeth Armstrong, was Born April 29th. 1784.

Elisha the Son of Jeremiah and Susanna McIntosh, was Born March 26th. 1784.

Lois Hall the Daughter of Richard & Sarah Hall, was Born May 10th. 1784.

Lemuel Clap the Son of Ebenezer Clap Esqr. & Mary his Wife, was Born June 3d. 1784.

Eleazar Baker the Son of Samuel & Sarah Baker, was Born June 27th. 1784.

David Baker the Son of Thomas & Abigail Baker, was Born 1784.

- Lydia Davenport & Polly Davenport the Daughters of Elisha & Lydia Davenport, were Born June 23d. 1784.
- Susanna Blackman the Daughter of Moses & Prudence Blackman was Born July the 20th. 1784.
- Sarah Wiswell the Daughter of Jonathan & Sarah Wiswell, was Born August 3d. 1784.
- William Cox the Son of William & Cox, residing in the Town, was Born August 15th. 1784.
- Joseph-Ward Bird the Son of Jacob & Sarah Bird, was Born August 16th. 1784.
- Isaiah Leeds the Son of Edward-Stow Leeds & Nancy his Wife, was Born August 30th. 1784.
- Thomas Blackman the Son of Samuel Blackman Junr. & Elizabeth his Wife, was Born June 4th. 1784.
- Nancy Crane the Daughter of Lemuel & Martha Crane, was Born Sepr. 7th. 1784.
- Nancy Badlam the Daughter of Major Stephen Badlam & Mary his Wife, was Born August 30th. 1784.
- Mary Capen the Daughter of John Capen Junr. & Patience his Wife, was Born Sepr. 5th. 1784.
- Sarah Foster the Daughter of John Foster Junr. & Sarah his Wife, was Born Sepr. 25th. 1784.
- Joseph-Robinson Blake the Son of Nathaniel & Ann Blake, was Born Sepr. 1784.
- William Vose the Son of George & Mary Vose, was Born Sepr. 24th. 1784.
- Samuel Harrington the Son of Samuel & Silence Harrington, was Born October 3d. 1784.
- Clarissa Blake & Sukey-Foster Blake the Daughters of James Blake Junr. & Lydia his Wife, were Born January 12th. 1784.
- Molly-Preston Moseley the Daughter of Thomas Moseley Junr. & Sarah his Wife, was Born Sepr. 20th. 1784.
- Elizabeth Green the Daughter of John & Waitstill Green, was Born June 17th. 1784.
- Ephraim Pierce the Son of William and Margaret Pierce, was Born Octr. 1784.
- Charles Tilestone the Son of Ezekiel Tilestone Junr. & Waitstill his Wife, was Born Sepr. 6th. 1784.
- Sarah Davenport the Daughter of James & Esther Davenport, was Born 1784.
- Samuel Swift the Son of Nathaniel & Mary Swift, was Born Decr. 2d. 1784.
- Polly-Allen Fowler the Daughter of Samuel & Polly Fowler, was Born November the 19th. 1784.
- Ralph Cranc the Son of Ralph & Hephzibah Crane, was Born Novr. 25th. 1784.
- Isaac Clap the Son of Samuel and Elizabeth Clap, was Born Decr. 27th. 1784.
- Mary-Haley Bird the Daughter of Edward Bird Junr. & Abigail his Wife, was Born Decr. 22d. 1784.
- Sarah Glover the Daughter of Alexander Glover Junr. & Nancy his Wife, was Born July 19th. 1784.
- John Belcher the Son of Samuel & Rachel Belcher, was Born Janr. 7th. 1784.
- William the Son of William & Thankful Morris, was born Decemr. 12th. 1784.
- Jack the Son of Anna Leeds. was Born March the 5th. 1784.
- Joseph-Robinson Blake the Son of Nathaniel and Ann Blake was Born Sepr. 1st. 1784.
- Polly the Daughter of Elijah & Jones born June 19th. 1784.

1785.

- Timothy Foster the Son of Edward & Polly Foster, was Born January 1785.
- Henry Robinson the Son of Capt. James Robinson & Susanna his Wife was Born Janr. 30th. 1785.
- Abel Hall the Son of Colo. Hopestill Hall & Sarah his Wife, was Born February 1st. 1785.
- James Glover the Son of Alexander & Hannah Glover, was Born Janr. 21st. 1785.
- James-Harvey Withington the Son of Ebenezer Withington Tertius & Mary his Wife, was Born Febr. 1st. 1785.
- Phinehas Mellish the Son of John & Hannah Mellish, was Born January 26th. 1785.
- Elizabeth-Tilestone Leeds the Daughter of Nathan & Elizabeth Leeds, was Born Febr. 15th. 1785.
- Polly Lyon the Daughter of Thomas & Sarah Lyon, was Born March 6th. 1785.
- Elizabeth Withington the Daughter of Phinehas & Hannah Withington, was Born March 10th. 1785.
- Elizabeth-Tolman Pierce the Daughter of Thomas & Susanna Pierce, was Born March 8th. 1785.
- Maria Fenno the Daughter of Enoch & Mary Fenno, was Born March 20th. 1785.
- Ebenezer Capen the Son of Ebenezer & Merey Capen, was Born March 1785.
- Abigail Torey the Daughter of Reuben & Abigail Toréy, was Born March 30th. 1785.
- Hannah-White Humfrey the Daughter of James & Elizabeth Humfrey, was Born May 13th. 1785.
- John-Hannon Walker the Son of William & Elizabeth Walker, was Born May 18th. 1785.
- Hannah Tilestone the Daughter of James & Hannah Tilestone, was Born May 11th. 1785.
- Hannah Clap the Daughter of Joseph Clap Junr. & Abigail his Wife was Born July 4th. 1785.
- Elizabeth Bird the Daughter of Thomas & Hannah Bird, was Born July 15th. 1785.
- Lydia Davenport the Daughter of Samuel & Elizabeth Davenport, was Born July 10th. 1785.
- Ruth Sumner the Daughter of Clement & Elizabeth Sumner, was Born July 1785.
- Nancy How the Daughter of Abraham & Patience How was Born August 9th. 1785.
- Samuel Blackman the Son of Samuel Blackman Junr. & Elizabeth his Wife, was Born August 5th. 1785.
- John Lemist the Son of John & Hannah Lemist, was Born August 25th. 1785.
- Nathaniel Withington the Son of Lemuel & Ann Withington, was Born September 8th. 1785.
- Edward Cleavland the Son of Edward Cleavland a Negro and Mary his Wife, was Born August 14th. 1785.
- Jesse Ellis the Son of Jesse & Mary Ellis, was Born August 20th. 1785.
- Sukee Merow the Daughter of William & Rebecca Merow, was Born 1785.
- Simeon How the Son of John How Junr. & Relief his Wife, was Born Octr. 27th. 1785.
- Betsee Spear the Daughter of Aaron & Sarah Spear, was Born October 7th. 1785.

Charles Everett the Son of the Revd. Mr. Moses Everett & Hannah his Wife was Born Octr. 25th. 1785.

Samuel Glover the Son of Edward & Hannah Glover, was Born 1785.

Joseph Blake the Son of Seth & Ruxby Blake, was Born April 18th. 1785.

Hariet the Daughter of Jerusha Bird, was Born June 8th. 1785.

Lois Pierce the Daughter of John & Sarah Pierce, was Born Novr. 28th. 1785.

Betsee Badlam the Daughter of Colo. Ezra Badlam & Patience his Wife, was Born December 9th. 1785.

Lemuel Blackman the Son of Lemuel & Elizabeth Blackman, was Born 1785.

Charles Tolman the Son of Desire & Sarah Tolmam, was Born Decr. 16th. 1785.

Lois the Daughter of Mary Davenport, was Born March 5th. 1785.

George Bird the Son of Thomas Bird Junr. & Mary his Wife, was Born Decr. 1st. 1785.

Betsee-Baker Williams the Daughter of Thomas & Elizabeth Williams, was Born May 24th. 1785.

John Eaton the Son of Pearson & Mary Eaton, was Born Octr. 21st. 1785.

Henry Bird the Son of Henry Bird Junr. & Magaret his Wife was Born Augt. 23d 1785.

Abigail How the Daughter of Moses & Mary How, was Born May 10th. 1785.

Sam. the Son of Saml. & Susannah Bird Born Decr. 16 — 1785.

1786.

Lewis Pierce the Son of Colo. Samuel Pierce & Elizabeth his Wife, was Born Janr. 3d. 1786.

William Cox the Son of Samuel Cox Junr. & Mary his Wife, was Born 1786.

Benjamin, Son of Preserved and Submit Baker, was born Jany. the 5th. 1786.

Samuel the Son of Frances Leeds, was Born April 11th. 1786.

Katharine the Daughter of Anna Leeds was Born Janr. 13th. 1786.

Nancy Blake the Daughter of Nathl. & Ann Blake, was Born Febr. 15th. 1786.

Hannah Beals, the Daughter of Elisha and Lydia Davenport, was born February y^e 26th. 1786.

Nancy, the Daughter of Nathaniel and Ann Blake was born Febr. the 15th. 1786.

Elisabeth, the Daughter of Jonathan and Sarah Wiswall, was born March the

Susanna, the Daughter of Thomas & Susanna Pierce, was born March the 12th. 1786.

Ann, the Daughter of Aaron Bird junr. and Joanna his Wife was born March 29th. 1786

Daniel the Son of William and Molly Cocks was born April the 9th. 1786.

Ebenezer, the Son of Jacob and Elisabeth Whittemore, was born

Daniel Oliver the Son of Alexander Glover junr. and Nancy his Wife was born April 14th. 1786.

Nancy, the Daughter of James Blake Junr. & Lydia his Wife, was born

John Williams, the Son of John Armstrong & Elisabeth his Wife, was born April 5th. 1786.

Mehetabel, the Daughter of John and Mary Andrews, was born April the 23d. 1786.

Sarah, the Daughter of Isaac and Sarah How was born May the 26th. 1786.

Edward, the Son of Samuel Baker Junr. and Patience his Wife was born May the 31st. 1786.

Mary. the Daughter of Thomas and Mary Perry was born May the 31st. 1786.

Ann the Daughter of Ichabod and Mary Wiswell was born June the 29th. 1786.

John Brooks, the Son of Capt. Thomas and Elisabeth Homans was born July the 22d. 1786.

Lemuel, the Son of John and Sarah Foster was born July the 1786.

A Son of Ezra & Mary Clap, still born, August 3d. 1786.

Seth, the Son of Joseph and Sarah Tucker was born August the 6th 1786.

Eleazar, the Son of Ebenezer Clap Esqr. and Mary his Wife was born August the 18th. 1786.

Stephen the Son of Enos and Rachel Blake was born July 16th. 1786.

Lucretia, the Daughter of Samuel and Silence Harrington was born Augt 21st. 1786.

Elisabeth Bowes, the Daughter of Samuel and Elisabeth Coolidge, was born Sepr. 6th. 1786.

Samuel, the Son of Samuel and Susannah Crehore was born Sepr. the 5th. 1786.

Henry, the Son of Samuel Belcher Lyon and Mary his Wife was born Sepr. the 12th. 1786.

Hannah, the Daughter of John Capen Junr. and Patience his Wife was born Sepr. the 19th. 1786.

Edward, the Son of George and Mary Vose, was born September the 24th. 1786.

William, the Son of Richard & Sarah Hall, was born October the 1786.

William, the Son of Joseph Clap Junr. and Abigail his Wife, was born Octr. the 7th. 1786.

James, the Son of William & Thankful Morris, was born October the 15th. 1786.

Daniel Bird, the Son of Saml. Blackman Junr. and Elizabeth his Wife was born Octr. 1786.

Joseph, the Son of Edward and Mary Foster was born Novemr. the 1786.

Lois, the Daughter of Capt. Thomas Williams and Elisabeth his Wife was born Novemr. 23d. 1786.

Isaac, the Son of James & Esther Davenport was born Decr. the 1786.

Mary Jarvis, the Daughter of Capt. James Robinson & Susanna his Wife, was born Decr

Sarah, the Daughter of James & Elisabeth Humphrey was born Decr. the 31st. 1786.

James Pierce the Son of Benjamin & Hannah Pierce, was Born Sepr. 23d. 1786.

Joseph the Son of Jeremiah & Susanna McIntosh, was Born Decr. the 9th. 1786.

Sally the Daughter of Ebenczer & Deborah Trescott, was Born Decr. 21st. 1786.

Clarisa the daughter of William & Elisabeth Sumner was born October 26th. 1786.

1787.

Hannah, the Daughter of Samuel Fowler & Mary his Wife, was born January the 6th. 1787.

Charlotte the Daughter of Edward Bird Junr. & Abigail his Wife, was Born May 22d. 1787.

Samuel Blake the Son of Nathaniel & Ann Blake, was Born Decr. the 30th. 1787.

William the Son of William & Hannah Foster, was Born April the 10th. 1787.

Nancy, the Daughter of John & Hannah Mellish was born January the 5th. 1787.

James Harvey. the Son of James & Hannah Tileston was born January the 9th. 1787.

Sally Babbidge, the Daughter of John and Lucy Merow was born Jany. the 10th. 1787.

Nancy, the Daughter of Edward Stow Leeds and Nancy his Wife, was born Jany. 18th. 1787.

Polly, the Daughter of William and Sarah White, was born Febrüary the

John, the Son of John and Hannah Preston, was born March the 6th. 1787.

Isaac, the Son of Jacob and Sarah Bird was born March the 11th. 1787.

Mary Cooper, the Daughter of William and Sarah Richards, was born March the 29th. 1787.

Mary, the Daughter of William and Elisabeth Walker, was born April 8th. 1787.

Hannah, the Daughter of Thomas and Hannah Bird, was born April the 25th. 1787.

Nancy Crofford, the Daughter of George & Mary Talbut was born Feby. 12th. 1787.

Daniel, the Son of Daniel and Ann Withington was born May the 27th. 1787.

Ebenezer, the Son of Parson and Mary Eaton, was born June the 8th. 1787.

Hannah, the Daughter of John & Hannah Lemist was born June the 8th. 1787.

Seth H son of Joseph and Sarah Ford born March 6th.

Daniel, the Son of Daniel and Mary Wiswell was born June the 8th. 1787.

Thomas Baker, the Son of Samuel and Catherine Wheeler, was born June the 1787.

Elisabeth, the Daughter of the Revd. Mr. Moses Everett and Hannah his Wife was born July 2d. 1787.

Lucretia, the Daughter of Major Stephen Badlam & Mary his Wife, was born July the 1st. 1787.

William, the Son of Benjamin & Sarah Jacobs was born July 29th. 1787.

Sophia, the Daughter of George & Eunice Minott, was born Sepr. 2d. 1787.

Hannah, the Daughter of Samuel & Elisabeth Davenport was born Augt. 31st. 1787.

Elisabeth, the Daughter of Alexander Glover junr. and Nancy his Wife was born Sepr. 12th. 1787.

Sarah, the Daughter of Jonathan and Mary Pierce was born October the 2d. 1787.

Lemuel, the Son of Lemuel and Ann Withington, was born October the 1st. 1787.

Charlotte, the Daughter of Thomas & Susanna Pierce was born September the 10th. 1787.

Beulah, the Daughter of Abraham and Susanna Gould was born October the 9th. 1787.

John Durant, the Son of Thomas Bird Junr. and Mary his Wife, was born Novr. the 25th. 1787.

Patience, the Daughter of John & Sarah Pierce, was born Decr. 26th. 1787.

Betsey, the Daughter of John and Waitstill Green, was born Oetr. 16th. 1787.

1788.

Raehel Robinson, the Daughter of Aaron Bird Junr. and Joanna his Wife, was born January the 1st. 1788.

Sarah, the Daughter of Joseph & Sarah Whittemore was born January the

Hannah, the Daughter of Joseph and Sarah Tueker, was born Jany. the 22d. 1788.

Richard Leeds, the Son of William and Rebeeca Merow was born Feby. the 1788.

Samuel, the Son of Samuel Beleher Lyon and Mary his Wife, was born Feby. the 19th. 1788.

Elisha, the Son of John & Hannah Preston was born Mareh the 16th. 1788.

Nathan, the Son of Nathan and Elisabeth Leeds was born March the 24th. 1788.

Joshua, the Son of Samuel & Sarah Baker was born

Samuel the Son of Nathaniel and Ann Blake was born

Samuel, the Son of Samuel Coeks Junr. and Mary his Wife was born

Abigail, the Daughter of Jacob & Elisabeth Whittemore was born

Patty, the Daughter of Thomas & Sarah Lyon was born

Polly, the Daughter of Samuel & Rachel Belcher, was born

Betsy, the Daughter of David & Elisabeth Pratt, was born May the 14th. 1788.

Jacob, the Son of Isaae and Sarah How, was born June the 12th. 1788.

James, the Son of Samuel & Silence Harrington was born June 23d. 1788.

Ann, the Daughter of John and Mary Andrews was born June 17th. 1788.

Benjamin, the Son of Ebenezer Clap Esqr. and Mary his Wife, was born July the 17th. 1788.

William, the Son of William & Sarah Richards was born July the 25th. 1788.

Ebenezer, the Son of the Revd. Mr. Moses Everett and Hannah his Wife, was born Augt. the 15th. 1788.

Timothy How, the Son of Samuel & Elisabeth Blackman, was born August the 1788.

William Foster, the Son of Capt. Thomas Williams and Elisabeth his Wife, was born Augt. the 21st. 1788.

Daniel Bird, the Son of Jonathan and Sarah Wiswell was born August the 1788.

Thomas, the Son of George and Mary Vose, was born August the 26th. 1788.

Thankful, the Daughter of William & Thankful Morris was born

Rebecca, the daughter of Moses & Prudence Blackman was born Sepr. the 10th. 1788.

Henry, the Son of Joseph Clap Junr. and Abigail his Wife, was born Oetr. the 13th. 1788.

Edward Breck, the Son of Capt. James Robinson and Susanna his Wife, was born Oet. the 1788.

Lucy, the Daughter of Thomas & Susanna Pierce, was born Oct. the 1788.

Thomas, the Son of Ebenezer and Mercy Capen was born Novemr. the 4th. 1788.

Sally, the Daughter of Thomas Moseley Junr. and Sarah his Wife, was born Novemr. the 17th. 1788.

Polly, the Daughter of Benjamin & Molly Wentworth was born Novemr. the 10th. 1788.

Lemuel, the son of John Capen Junr. and Patience his Wife was born Novr. the 25th. 1788.

William, son of William and Elizabeth Sumner was born Decr. 26 1788.

Nancy. the Daughter of Abraham and Patience How, was born December the 16th. 1788.

Samuel Topliff, the Son of Thomas and Hannah Bird, was born December y^e 14th. 1788.

Betsy. the Daughter of William & Sarah White, was Born 1788.

Joseph-Hall, the Son of George & Mary Redden was Born May 27th. 1788.

Mary the Daughter of Jeremiah & Susanna McIntosh, was Born Octr. 30th. 1788.

Hannah the Daughter of Saml. & Susannah Bird born Novr. 8th. 1788.

1789.

Thomas, the Son of Thomas & Mary Perry was born January the 11th. 1789.

Elisha, the Son of Benjainin & Sarah Jacobs, was born January the 19th. 1789.

Abigail, the Daughter of James and Elisabeth Humphrey, was born January 24th 1789.

Frances Mary, the Daughter of Capt. Thomas Homans and Elisabeth his Wife was born

Anna, the Daughter of Pearson and Mary Eaton, was born January the 30th. 1789.

Joseph, the Son of Joseph and Rebecca Marshall was born February the 5th. 1789.

Samuel the Son of Samuel Coolidge Esqr. & Elisabeth his Wife, was Born March y^e 9th 1789.

Margaret-How Glover the Daughter of Edward Glover Junr. & Hannah his Wife, was Born March 13th. 1789.

John Badlam the Son of Major Stephen Badlam & Mary his Wife, was Born March 31st. 1789.

Thomas Leeds the Son of Thomas Leeds Junr. & Mary his Wife, was Born March 23d. 1789.

Samuel Fowler the Son of Samuel & Polly Fowler was Born 1789.

Samuel Crehore the Son of Samuel & Susanna Crehore, was Born April 12th. 1789.

John-Fenno Payson the Son of George & Sarah Payson, was Born March 28th. 1789.

Benjamin the Son of William & Hannah Foster, was Born July 23d. 1789.

Joseph the Son of Joseph & Sarah Whittemore, was Born 1789.

Louisa the Daughter of Samuel Holden Junr. & Ruth his Wife, was Born April the 9th. 1789.

Charles the Son of William & Elizabeth Walker, was Born May the 16th. 1789.

Nancy the Daughter of Nathaniel & Hannah Clap, was Born May 23d. 1789.

John the Son of John & Sarah Williams, was Born May 8th. 1789.

James the Son of Edward & Rachel Robinson, was Born May 10th. 1789.

Sarah the Daughter of James and Esther Davenport, was Born May 1789.

Lydia the Daughter of Edward-Stow Leeds & Naney his Wife, was Born May 11th. 1789.

William-King the Son of John and Hannah Lemist, was Born May 17th. 1789.

Otis Tileston the Son of James and Hannah Tileston, was Born June 2d. 1789.

Lydia the Daughter of John & Hannah Mellish, was Born June the 10th. 1789.

Martha the Daughter of George & Eunice Minott, was Born August 2d. 1789.

Leonard the Son of Joseph-Weeks Withington & Elizabeth his Wife, was Born August 9th. 1789.

Anna the Daughter of Daniel & Anna Withington, was Born August 14th. 1789.

Elizabeth the Daughter of Hannah Wales, was Born June 27th. 1789.

A Daughter of Hannah Wales Still Born, June 27th. 1789.

Ruxby the Daughter of Seth and Ruxby Blake, was Born Aug. 27th. 1789.

Graee the Daughter of Aaron Bird Junr. & Joanna his Wife, was Born Sepr. 12th. 1789.

Susanna the Daughter of Abraham & Susanna Gould, was Born Sepr. the 13th. 1789.

Luey the Daughter of Isaac & Mary Fenno, was born Sepr. the 1st. 1789.

Hannah the Daughter of Ebenezer & Mary Glover, was Born Sepr. 4th. 1789.

Olive the Daughter of David & Elizabeth Pratt, was Born October 31st. 1789.

George the Son of George & Mary Redden, was Born October 30th. 1789.

Stephen the Son of William & Patty Vose, was Born Novr. 3d. 1789.

Ebenezer the Son of Ebenezer Kilton Junr. & Abigail his Wife, was Born Novr. 6th. 1789.

Sally the Daughter of Frances Leeds, was Born Febr. 13th. 1789.

Harriet the Daughter of Elisha and Lydia Davenport, was Born November 16th. 1789.

Sally Stevens the Daughter of Nathaniel & Ann Blake, was Born Decr. 23d. 1789.

Daniel the Son of Edward Bird Junr. & Abigail his Wife, was Born Sepr. 24th. 1789.

A Son of Ebenezer & Susanna Baker Still Born 1789.

Lueinda the Daughter of John Goff Junr. & Hannah his Wife, was Born October the 3d. 1789.

Elizabeth the Daughter of Moses & Mary How, was Born January 27th. 1789.

Moses the Son of Stephen McIntosh & his wife born July 2d. 1789.

1790.

Lemuel the Son of John & Sarah Pierce, was Born January 24th. 1790.

Lydia the Daughter of James & Hannah Lewis, was Born Janr. 17th. 1790.

Joseph the Son of Joseph & Sarah Tucker, was Born Janr. 31st. 1790.

George the Son of George & Anna Manning, was Born March 2d. 1790.
 Hannah the Daughter of John Clap Junr. & Elizabeth his Wife, was
 Born March 5th. 1790.

the Daughter of Elisha & Rebecca Crane, was Born Febr. 1790.
 Abigail-Glover How the Daughter of George & Mary-Ann How, was
 Born March 19th. 1790.

Jonathan the Son of Anna Leeds, was Born April 2d. 1790.

James the Son of Edward & Polly Foster, was Born March 30th. 1790.

Johanna the Daughter of John How Junr. & Relief his Wife, was Born
 March 27th. 1790.

Elizabeth the Daughter of Samuel & Sarah Baker, was Born April 10th.
 1790.

Sarah the Daughter of Samuel & Silence Harrington, was Born April
 12th. 1790.

James the Son of Joseph & Abigail Clap, was Born April 20th. 1790.

Comfort the Son of Thomas Bird Junr. & Mary his Wife, was Born
 April 17th. 1790.

Eunice the Daughter of Samuel-Belcher Lyon & Mary his Wife, was
 Born April 19th. 1790.

Elisha the Son of Elisha and Lydia Turner, was Born March 10th. 1790.

Edward the Son of John & Hannah Preston, was Born May 14th. 1790.

Thomas the Son of Thomas and Susanna Pierce, was Born June the 1st.
 1790.

Polly the Daughter of Thomas Leeds Junr. & Mary his Wife was Born
 July 1790.

Ebenezer the Son of Ebenezer and Susanna Baker, was Born July 13th.
 1790.

Enoch the Son of Ebenr. Clap Esqr. & Mary his Wife, was Born August
 6th. 1790.

Richard-Leeds Merow the Son of William & Rebecca Merow, was
 Born August 13th. 1790.

John the Son of George & Mary Vose, was Born Septemr. 24th. 1790.

Abigail the Daughter of Samuel Cox Junr. & Mary his Wife, was Born
 October 1790.

Susanna-Payson the Daughter of Joseph & Sarah Whittemore, was
 Born October 1790.

George the Son of Samuel Leeds 3d. & Martha his Wife, was Born
 1790.

Eunice the Daughter of Benjamin & Molly Wentworth, was Born Octr.
 15th. 1790.

Rebecca the Daughter of Richard & Rebecca Trow, was Born Octr. 17th.
 1790.

Lydia the Daughter of Edward Glover Junr. & Hannah his Wife, was
 Born Decr. 1790.

Shippee the Son of Aaron Bird Junr. & Johanna his Wife, was Born
 Decr. 30th. 1790.

Lemuel the Son of Thomas and Sarah Lyon, was Born Decr. 1790.

Sally the Daughter of Samuel & Rachel Belcher, was Born Febr. 6th.
 1790.

Hannah the Daughter of Moses & Mary How, was Born Sepr. 13th.
 1790.

Elijah the Son of Elijah & Jones born February the 5th. 1790.

1791.

Polly the Daughter of Seth & Ruxby Blake, was Born Janr. 1st. 1791.

Thomas the Son of the Revd. Mr. Moses Everett & Hannah his Wife,
 was Born Febr. 2d. 1791.

Elisha the Son of John & Sarah Williams, was Born Febr. 2d. 1791.

- Edward the Son of Edward & Hannah Kilton, was Born Febr. 14th. 1791.
- John the Son of Samuel Belcher Junr. & Hannah his Wife, was Born Febr. 1791.
- Andrew the Son of Enoch & Mary Fenno, was Born March 11th. 1791.
- Mary the Daughter of Daniel & Mary Wiswell, was Born March 23d. 1791.
- Lemuel & Edward the Sons of Lemuel & Elizabeth Collier, were Born March 22d. 1791:
- Charles the Son of William & Elizabeth Walker, was Born March 21st. 1791.
- Patience the Daughter of John Capen Junr. & Patience his Wife, was Born April the 3d. 1791.
- Stephen the Son of George & Lucy Standart was Born April 1st. 1791.
- Moses the Son of Samuel & Elizabeth Clap, was Born April the 8th. 1791, & Aaron the Son of sd. Samuel & Elizabeth Clap, was Born April the 9th. 1791.
- Thomas the Son of Capt. Thomas Williams & Elizabeth his Wife, was Born April the 7th. 1791.
- Eben — the Son of Lemuel and Elizabeth Blackman, was Born April the 13th. 1791.
- Elizabeth the Daughter of Moses and Prudence Blackman, was Born April the 21st. 1791.
- William the Son of Joseph & Rebecca Marshall, was Born April the 24th. 1791.
- William-King the Son of John and Hannah Lemist, was Born April the 18th. 1791.
- Mary-Clap the Daughter of Benjamin & Elizabeth Lyon was Born April 30th. 1791.
- Abraham the Son of John Clap Junr. & Elizabeth his Wife, was Born April the 29th. 1791.
- Clarissa the Daughter of Major Stephen Badlam & Mary his Wife, was Born May 10th. 1791.
- Edward the Son of Samuel & Susanna Crehore, was Born May 1791.
- Edward the Son of Ezekiel & Lydia Clap, was Born May the 22d. 1791.
- Lois the Daughter of James and Elizabeth Humphrey, was Born June the 3d. 1791.
- A Son of Elisha & Lydia Turner was Born June 28th. 1791.
- Hannah-Wiswell the Daughter of Thomas & Mary Perry, was Born July 1791.
- Lois the Daughter of Jacob and Elizabeth Whittemore, was Born July the 1791.
- Joseph-Hall the Son of George & Mary Redden, was Born July the 1791.
- Walter the Son of Samuel Holden Junr. & Ruth his Wife, was Born August the 5th. 1791.
- William the Son of James & Esther Davenport, was Born August the 8th. 1791.
- Caroline the Daughter of Ebenezer & Martha Lewis, was Born August the 11th. 1791.
- Elisha the Son of James & Hannah Tilestone, was Born August the 24th. 1791.
- Elizabeth the Daughter of Joseph-Weeks Withington & Elizabeth his Wife, was Born August the 31st. 1791.
- Susanna the Daughter of John Humphrey Junr. & Susannah his Wife, was Born Aug. the 28th. 1791.
- Polly the Daughter of John & Hannah Mellish, was Born Sepr. the 9th. 1791.

- Samuel the Son of Jonathan & Sarah Wiswell, was Born Sepr. the 29th. 1791.
- Edward the Son of Edward-Stow Leeds & Nancy his Wife, was Born Sepr. the 4th. 1791.
- Elihu the Son of Ebenezer Kilton Junr. & Abigail his Wife, was Born Sepr. the 28th. 1791.
- Elizabeth-Tripp the Daughter of Thomas Leeds Junr. & Mary his Wife, was Born Sepr. the 1791.
- Ebenezer the Son of Daniel & Anna Withington, was Born Octr. the 15th. 1791.
- Sarah-Williams the Daughter of William & Katy Vose, was Born November the 7th. 1791.
- James-Foster the Son of Abraham & Susanna Gould, was Born Novr. the 24th. 1791.
- A Child of George & Anna Manning Still Born Novr. the 1791.
- Robert the Son of Thomas & Susanna Pierce, was Born Decr. the 22d. 1791.
- John the Son of Samuel Cox Junr. and Mary his Wife, was Born Decr. the 1791.
- William the Son of Samuel & Frances Champney, was Born July the 22d. 1791.
- Mary-Adams the Daughter of Jonathan & Jane Blackman residing in Dorchester, was Born August the 3d. 1791.
- Elizabeth the Daughter of Jeremiah & Susanna McIntosh, was Born Octr. 14th. 1791.
- Comfort the Son of William & Hannah Foster, was Born March 29th. 1791.
- Elijah the Son of Saml. & Susanna Bird born March 10th. 1791.

1792.

- Hannah the Daughter of James & Hannah Lewis, was Born Janr. the 8th. 1792.
- Sarah-Leeds the Daughter of Samuel Payson Junr. & Sarah his Wife, was Born Janr. the 26th. 1792.
- Hannah the Daughter of John and Hannah Preston, was Born February the 2d. 1792.
- Enos the Son of Isaac & Sarah How was born Febr. the 8th. 1792.
- Eliza the Daughter of Jacob & Sarah Bird, was Born Febr. the 8th. 1792.
- Anna the Daughter of Samuel Blackman Junr. & Elizabeth his Wife, was Born Febr. the 5th. 1792.
- Russell the Son of David & Elizabeth Pratt, was Born Janr. the 24th. 1792.
- Lucy Withington the Daughter of Samuel & Molly Fowler, was Born Janr. the 23d. 1792.
- Elizabeth the Daughter of Abraham & Lois Pierce, was Born Febr. the 23d. 1792.
- Relief the Daughter of Edward & Polly Foster, was Born March the 23d. 1792.
- David the Son of David & Susanna Johnson, was Born, March 23d 1792.
- Charles the Son of Samuel-Belcher Lyon & Mary his Wife, was Born March the 1792.
- Charlotte the Daughter of Joseph & Sarah Whittemore, was Born April the 1792.
- Harriet the Daughter of Nathaniel & Ann Blake, was Born Febr. 21st. 1792.
- George the Son of George & Sarah Payson, was Born April 23d. 1792.
- Royal the Son of Jacob & Hannah Beale, was Born May 22d. 1792

- Benjamin the Son of Benjamin and Sarah Jacobs, was Born June the 6th. 1792.
- Joseph the Son of Ephraim and Zeruiah Davenport, was Born June the 13th. 1792.
- Walter the Son of Edmund & Sarah Baker, was Born June the 28th. 1792.
- Phinehas the Son of Ebenezer & Mercy Capen, was Born July the 12th. 1792.
- Charles the Son of John & Hannah Goff, was Born July the 13th. 1792.
- Hannah the Daughter of Edward & Hannah Kilton, was Born July the 28th. 1792.
- Lydia the Daughter of Elisha and Lydia Turner, was Born July the 24th. 1792, & David the Son of Elisha and Lydia Turner, was Born July 25th. 1792.
- Elizabeth the Daughter of John Clap Junr. & Elizabeth his Wife, was Born July the 29th. 1792.
- Luther & Elijah the Sons of Solomon & Rachel Hall, were Born July the 28th. 1792.
- Hannah the Daughter of Joseph & Abigail Clap, was Born August the 27th. 1792.
- Barnard the Son of James & Elizabeth Humphrey, was Born August the 31st. 1792.
- Elizabeth the Daughter of Thomas Moseley Junr. & Sarah his Wife, was Born September the 12th. 1792.
- Thomas the Son of John & Sarah Williams, was Born Sepr. the 13th. 1792.
- Ebenezer the Son of Samuel & Silence Harrington, was Born Sepr. the 22d. 1792.
- Ann the Daughter of Ebenezer Clap Esqr. & Mary his Wife, was Born Decr. the 8th. 1792.
- Elisha the Son of Jonathan and Mary Pierce, was Born Sepr. the 11th. 1792.
- Rebecca the Daughter of Samuel & Elizabeth Davenport, was Born Octr. the 1792.
- Euclid the Son of Euclid & Hannah Tilestone, was Born 1792.
- Nancy the Daughter of Richard and Rebecca Trow, was Born Decr 4th. 1792.
- Russell the Son of George & Anna Manning, was Born 1792.
- Lewis the Son of Nathaniel Clap Junr. & Hannah his Wife, was Born Octr. the 17th 1792.
- Andrew the Son of Ebenezer & Abigail Moseley, was Born December the 16th. 1792.
- Lucy the Daughter of John & Mary Andrews, was Born Sepr. the 11th. 1792.
- John the Son of Elijah & Jones born August 2d. 1792.
- Abigail Minott daughter of William and Elizabeth Sumner born May 18th. 1792.

1793.

- Timothy the Son of John How Junr. & Relief his Wife, was Born 1793.
- Benjamin-Glover the Son of Aaron Bird Junr. & Johanna his Wife, was Born February the 24th. 1793.
- Thomas the Son of Capt. Thomas Tilestone & Elizabeth his Wife, was Born Janr. the 25th. 1793.
- Lucy the Daughter of George & Lucy Standart, was Born Febr. the 12th. 1793.
- Samuel the Son of Samuel Leeds the 3d. & Martha his Wife, was Born 1793.

- Samuel the Son of Edward & Eunice Withington, was Born April the 1793.
- William-Blackman the Son of Jonathan & Sarah Wiswell, was Born April the 7th. 1793.
- Patty the Daughter of James Baker the 3d. & Martha his Wife, was Born Febr. the 13th. 1793.
- Edward the Son of Edward Glover Junr. & Hannah his Wife, was Born May the 1793.
- Lewis the Son of Thomas Leeds Junr. & Mary his Wife was Born April 13th. 1793.
- Elizabeth the Daughter of George & Eunice Minott, was Born July 11th. 1793.
- Edward-Vose the Son Edward-Willard Baxter & Esther his Wife was Born July the 7th. 1793.
- John the Son of John Tolman Junr. & Ann his Wife, was Born 1793.
- Jenny the Daughter of Thomas & Susanna Pierce, was Born 1793.
- John the Son of Moses & Prudence Blackman, was Born July the 20th. 1793.
- Sally the Daughter of Samuel Blackman Junr. & Elizabeth his Wife, was Born August the 1793.
- Abraham the Son of Aaron and Sarah Spear, was Born August the 1793.
- Abigail the Daughter of Ebenr. Kilton Junr. & Abigail his Wife, was Born August the 25th. 1793.
- Jane-Briggs the Daughter of Samuel Pierce Junr. & Polly his Wife, was Born July 22d. 1793.
- Rebecca the Daughter of Edward-Stow Leeds & Nancy his Wife, was Born 1793.
- Lucy the Daughter of John & Hannah Preston, was Born July the 27th. 1793.
- Susanna-Crouch the Daughter of John White Junr. & Sarah his Wife was Born August 22d. 1793.
- Lydia the Daughter of Joseph & Rebecca Marshall, was Born 1793.
- Nathaniel the Son of Caleb & Eunice Williams, was Born July the 1st. 1793.
- Ezekiel the Son of Ezekiel and Lydia Clap, was Born Sepr. the 5th. 1793.
- Samuel the Son of Samuel Payson Junr. & Sarah his Wife, was Born Sepr. the 6th. 1793.
- Lydia the Daughter of John Capen Junr. & Patience his Wife, was Born August the 20th 1793.
- Elizabeth the Daughter of John & Hannah Mellish, was Born Sepr. the 21st. 1793.
- Anna the Daughter of John & Sarah Holden of Roxbury, was Born Sepr. the 21st. 1793.
- George the Son of Samuel Cox Junr. & Mary his Wife, was Born Octr. the 1793.
- Elizabeth the Daughter of the Revd. Moses Everett & Hannah his Wife, was Born Novr. the 1st. 1793.
- Sukee the Daughter of James & Hannah Tilestone, was Born Novr. the 6th. 1793.
- Elizabeth the Daughter of John & Hannah Lemist, was Born September 15 1793.
- Edward the Son of Samuel & Susanna Crehore, was Born Novr. the 19th. 1793.
- Amos the Son of William & Katy Vose, was Born Novr. the 1793.
- Hannah-Davenport the Daughter of Ebenezer Wales Junr. & Elizabeth his Wife, was Born December the 2d. 1793.

Elizabeth the Daughter of Jonathan & Jane Blackman, residing in Dorchester, was Born August the 5th. 1793.
 Virtue the Daughter of James & Esther Davenport, was Born Decr. the 15th. 1793.
 Edward-Breck the Son of Edward & Rachel Robinson, was Born Decr. the 1793.
 Isaac the Son of John Clap Junr. & Elizabeth his Wife, was Born Sepr. the 30th. 1793.
 Ezra-Badlam the Son of Euclid & Hannah Tilestone, was Born December the 27th. 1793.
 Harriet the Daughter of Jane Bird was Born Janr. 31st. 1793.
 Anna the Daughter of James & Elizabeth Webster, was Born 1793.
 James-Bowdoin Hearsay the Son of Bela & Mary Hearsay, was Born August the 3d. 1793.
 Elijah the son of Jonathan & Jane Blackman, was Born August 5th 1793.

1794.

Harris the Son of James & Elizabeth Humphrey, was Born January the 12th. 1794.
 Mason the Son of Elisha & Lydia Turner, was Born January the 13th. 1794.
 Eliakim the Son of Unite & Jerusha Blackman, was Born Janr. the 2d. 1794.
 Clarissa the Daughter of Joseph & Sarah Whittemore, was Born January the 1794.
 Jonathan the Son of Lemuel & Elizabeth Collier, was Born Janr. the 18th. 1794.
 Charles the Son of Elisha Lapham & Elisabeth his wife was born Jany the 22d. 1794.
 Reuben the Son of Abraham & Susanna Gould, was Born Febr. the 11th. 1794.
 Hannah the Daughter of Isaac & Sarah How, was Born March the 1794.
 Anna the Daughter of Daniel & Anna Withington, was Born March the 4th. 1794.
 Charlotte the Daughter of Stephen & Anna Wales, was Born March the 1st. 1794.
 Jarvis the Son of Enoch & Mary Fenno, was Born March the 1794.
 Edward the Son of the Revd. Oliver Everett & Lucy his Wife, was Born April the 11th. 1794.
 Oliver the Son of Samuel-Belcher Lion & Mary his Wife, was Born April the 9th. 1794.
 Betsee the Daughter of Lemuel & Elizabeth Blackman, was Born April the 1794.
 Mary-Nash the Daughter of Solomon & Rachel Hall, was Born April the 1794.
 Edward the Son of Edward and Abigail Bird, was Born March the 2d. 1794.
 Benjamin the Son of James & Hannah Lewis, was Born April the 30th. 1794.
 Sarah the Daughter of Seth & Sarah Clap, was Born March the 20th. 1794.
 Samuel the Son of Jeremiah & Susanna McIntosh, was Born Febr. 11th. 1794.
 Lydia How the Daughter of Daniel & Mary Wiswall, was Born May the 1794.
 Harris the Son of Joseph & Abigail Clap, was Born May the 30th. 1794.
 Enos the Son of Nathaniel Clap Junr. & Hannah his Wife, was Born May the 31st. 1794.

- Billee the Son of Alexander Glover Junr. & Nancy his Wife, was Born June the 1794.
- Louisa the Daughter of John Whittemore, was Born June the 21st. 1794.
- Thomas Wiswell the Son of Ichabod & Mary Wiswell, was Born August the 7th. 1794.
- Hannah the Daughter of Capt. Thomas Williams & Elizabeth his Wife was Born August the 7th. 1794.
- Charles the Son of Richard and Rebecca Trow, was Born August the 9th. 1794.
- William the Son of Thomas Leeds Junr. & Mary his Wife, was Born August the 1794.
- Mary the Daughter of Samuel & Silence Harrington, was Born August the 24th. 1794.
- John the Son of Thomas & Mary Perry, was Born August the 1794.
- John the Son of Seth & Ruxby Blake, was Born Sepr. the 4th. 1794.
- Samuel-Bradley the Son of Isaac & Bird, was Born Sepr. the 1794.
- Sarah-Hall the Daughter of George & Mary Redden, was Born 1794.
- Nathaniel the Son of Amasa Fuller and Mehitabel his Wife, was born April the 2d. 1794.
- Eliza the Daughter of John How Junr. & Relief his Wife, was Born August the 27th. 1794.
- Mary the Daughter of Abraham & Lois Pierce, was Born September the 1794.
- Johanna the Daughter of Edward & Polly Foster, was Born September the 23d. 1794.
- Mira the Daughter of Samuel & Miriam Capen, was Born Octr. the 18th. 1794.
- Lois the Daughter of Isaac-Newcom Field & Johanna his Wife, was Born Sepr. the 8th. 1794.
- Joseph the Son of Joseph-Weeks Withington & Elizabeth his Wife was Born June 27th. 1794.
- Martha the Daughter of Samuel Leeds the 3d. & Martha his Wife was Born 1794.
- William the Son of Aaron Bird Junr. & Johanna his Wife, was Born Novr. the 27th. 1794.
- Sarah the Daughter of George & Sarah Payson, was Born Novr. the 22d. 1794.
- Peter the Son of Nathaniel & Ann Blake, was Born June the 21st. 1794.
- Hannah the Daughter of John Goff Junr. & Hannah his Wife, was Born Novr. the 1794.
- Oliver the Son of Ephraim & Zebiah Davenport, was Born Novr. 29th. 1794.
- Susanna-Bird the Daughter of Capt. James Robinson & Mary his Wife, was Born Decr. the 25th. 1794.
- Sarah the Daughter of Stephen & Jerusha Hearsey, was Born January the 23d. 1794.
- Phinehas the Son of Thomas & Pierce, was Born Decr. the 1794.
- Clarissa the Daughter of Samuel & Elizabeth Davenport was Born Decr. the 30th. 1794.
- Drusilla the Daughter of Samuel & Frances Champney, was Born Decr. the 25th. 1794.
- Charles the Son of Apollos Hewett & Anna his Wife, was Born May the 4th. 1794.
- William the Son of Ebenezer & Abigail Moseley, was Born October the 14th. 1794.

Sarah the Daughter of William & Sarah Cutler, residing in Dorchester, was Born April the 1794.

Hannah the Daughter of Alexander Glover the 3d. & Jemima his Wife, was Born Sepr. the 27th. 1794.

George the Son of Jonathan & Jane Clap residing in Dorchester, was Born Novr. the 11th. 1794.

Betsee the Daughter of James & Hannah Lewis, was Born Janr. 21st. 1794.

William the Son of Saml. & Susannah Bird born Feby 15th. 1794.

Edward, the Son of Saml. Tolman Jr. & Rachel his wife was born Novr. 20th. 1794.

1795.

Benjamin the Son of Ebenezer Clap Esqr. & Mary his Wife, was Born Janr. the 16th. 1795.

Elisha the Son of Jacob and Sarah Bird, was Born Janr. the 14th. 1795.

Mary-Putnam the Daughter of Samuel & Hearsy, was Born Janr. the 1795.

Elizabeth-Badcock the Daughter of Ebenezer Wales Junr. and Elizabeth his Wife, was Born Febr. the 14th. 1795.

Charles the Son of Edmund & Sarah Baker, was Born March the 26th. 1795.

Samuel the Son of John & Sarah Williams, was Born April the 10th. 1795.

Lydia the Daughter of John & Hannah Mellish, was Born May the 5th. 1795.

Eliza the Daughter of John & Mary Andrews, was Born March the 9th. 1795.

Walter-Allen the Son of Edward-Willard Baxter & Esther his Wife, was Born May the 10th. 1795.

Mary-Bird the Daughter of Jacob & Hannah Beals, was Born May the 23d. 1795.

Edward-Lathrop the Son of Samuel Pierce Junr. & Polly his Wife, was Born May the 1795.

Thomas-Glover the Son of Unite & Jerusha Blackman, was Born May 21st. 1795.

Lydia the Daughter of Elisha & Lydia Turner, was Born June the 27th. 1795.

Abel-Puffer the Son of James Baker the 3d. & Martha his Wife, was Born July the 16th. 1795.

Nancy the Daughter of Ebenezer Kilton Junr. & Abigail his Wife, was Born July the 31st. 1795.

Charles the Son of Boston Tyler & his Wife, was Born 1795.

Charles the Son of Reuben & Elizabeth Blake, was Born July the 1795.

Moses the Son of John & Jemima Coxsel, was Born 1795.

Caroline the Daughter of Samuel & Polly Richards, was Born the 1795.

Stephen the Son of Benjamin & Hannah Simmons, was Born the 1795.

Betsey-Porter the Daughter of Nathaniel & Lucy Arnold, was Born August the 1795.

Hannah the Daughter of Ebenezer & Susanna Baker, was Born August the 18th. 1795.

Clarissa the Daughter of John & Hannah Preston, was Born August the 1795.

Thomas the Son of Samuel & Sarah Payson, was Born Sepr. the 7th. 1795.

William the Son of Euclid & Hannah Tilestone, was Born September 10th. 1795.
 John the Son of William & Hannah Foster, was Born August 15th. 1795.
 Sarah the Daughter of Benjamin & Sarah Jacobs, was Born Sepr. the 6th. 1795.
 Sarah the Daughter of John White Junr. & Sarah his Wife, was Born Sepr. the 1795.
 On August the 13th. 1795, Sarah the Wife of William Mann was Delivered of three living Daughters.
 Lucy, the Daughter of Edward and Eunice Withington, was Born Octr. the 1795.
 Barnard the Son of John Tolman Junr. & Ann his Wife, was Born Octr. the 1795.
 Leonard-Clap the Son of Edward-Stow Leeds & Nancy his Wife, was Born Octr. the 4th. 1795.
 Anson the Son of Edward Glover Junr. & Hannah his Wife, was Born Octr. the 1795.
 Thaddeus-William the Son of the Revd. Thaddeus Mason Harris & Mary his Wife, was Born Novr. the 12th. 1795.
 Francis the Son of the Revd. Moses Everett & Hannah his Wife, was Born Novr. the 25th. 1795.
 William the Son of Edward and Rebecca Preston, was Born Augt. 17th. 1795.
 George the Son of Henry & Sally Davenport Cox, was Born Novr. the 21st. 1795.
 Mary-Ann-Baker the Daughter of John & Sarah Holden, was Born Novr. the 29th 1795.
 Sarah Lincoln the Daughter of Elisha Lapham & his wife was born Feby. 19th. 1795.¹
 Ephraim Mann the Son of Aaron & Sarah Spear, was Born Decr. the 1795.
 Edward the Son of Edward & Hannah Kilton, was Born Decr. the 30th. 1795.
 James-Glover the Son of James & Drusilla Gleason, was Born Decr. the 1795.
 Ann the Daughter of George & Ann Manning, was Born 1795.
 Edward the Son of Samuel Tolman Junr. & Rachel his Wife, was Born Novemr. the 20th. 1795.
 Jeremiah-Smith-Boies the Son of Nathaniel & Ann Blake was Born Decr. 14th. 1795.
 Elizabeth Crane the Daughter of Leml & Elizabeth Crane, born May 3d 1795.
 Mary daughter of William and Mary Sumner was born July 5th. 1795.
 Sarah daughter of John and Sarah White was born August 26th. 1795.

1796.

Caroline the Daughter of William & Rebecca Munroe, was Born January the 1796.
 Moses the Son of Nathaniel & Hannah Clap, was Born Febr. the 16th. 1796.
 Jeremiah the Son of Samuel-Belcher Lyon & Mary his Wife, was Born Febr. the 1796.
 Relief daughter of Noah and Relief Withington born August 24 — 1796.
 Clarissa the Daughter of Samuel & Miriam Capen, was Born Febr. the 26th. 1796.
 On which Day her mother was 30th years old.

¹ Also recorded as of 1796.

- Rebecca the Daughter of Solomon & Rachel Hall, was Born Febr. 29th. 1796.
- Mary the Daughter of Samuel Cox Junr. & Mary his Wife, was Born 1796.
- James-Blake the Son of Thomas Leeds Junr. & Mary his Wife, was Born March the 1796.
- Rachel the Daughter of Edward & Rachel Robinson, was Born March the 1796.
- Aaron the Son of John Capen Junr. & Patience his Wife, was Born April the 10th. 1796.
- Eunice the Daughter of James & Hannah Lewis, was Born March the 30th. 1796.
- Daniel the Son of Daniel & Anna Withington, was Born April the 9th. 1796.
- Josiah the Son of Lemuel & Elizabeth Blackman, was Born 1796.
- Mary-Ann the Daughter of Joseph & Abigail Clap, was Born April the 1796.
- John-Robinson the Son of Abraham & Susannah Gould, was Born April the 21st. 1796.
- William the Son of William & Elizabeth Tolman, was Born April the 1st. 1796.
- Isaac the Son of Isaac Crane & Persis his wife was Born June 14th. 1796.
- Robert the Son of Samuel Blackman Junr. & Elizabeth his Wife, was Born May the 1796.
- Charlotte the Daughter of Isaac-Newcom Field & Johana his Wife, was Born May the 1796.
- Susanna-Jones the Daughter of John & Susanna Weld, was Born the 1796.
- Lewis the Son of Ebenezer Withington the 3d. and Mary his Wife, was Born June the 1796.
- James the Son of James & Esther Davenport, was Born June the 1796.
- Lois the Daughter of James & Elizabeth Humphrey, was Born June 25th. 1796
- Sarah Prince the Daughter of Mather & Sarah-Prince Withington, was Born June the 23d. 1796.
- Susanna the Daughter of Samuel & Susanna Crehore, was Born June the 24th. 1796.
- John-Faxon & Josiah-Faxon Sons of Timothy & Katharine Field, were Born April 8th. 1796.
- Elijah the Son of Benjamin-Dolbear Tolman & Ruth his Wife, was Born June — the 21st. 1796.
- Elizabeth the Daughter of Henry & Martha Withington, was Born 1796.
- Eunice the Daughter of Moses & Jane Blackman, was Born July the 1796.
- George Minott the Son of George & Eunice Minott was Born May 6th. 1796.
- Thomas-Mather the Son of Thomas Moseley Junr. and Sarah his Wife, was Born August the 4th. 1796.
- A Child of Aaron Bird Junr. & Johanna his Wife Born August 17th. 1796. And Died the next Day.
- Sarah-Preston the Daughter of the Revd. Oliver Everett & Lucy his Wife, was Born Sepr. the 5th. 1796.
- Fanny-Tilestone the Daughter of Joseph Clap Junr. & Betsey his Wife was Born August the 1796.
- Charles the Son of Alexander Glover the 3d. & Jemima his Wife, was Born Sepr. the 4th. 1796.
- Mary-Ann the Daughter of Thomas Pierce & his Wife, was Born Sepr. the 1796.

Abigail the Daughter of Ebenezer Clap Junr. & Abigail-Glover his Wife, was Born Sepr. the 13th. 1796.

Lucy the Daughter of Capt. Thomas Williams & Elizabeth his Wife, was Born Sepr. the 25th. 1796.

Sarah-Mann the Daughter of Moses & Mary Marshall, was Born the 1796.

Stephen-Bird the Son of James Baker the 3d. & Martha his Wife, was Born Octr. the 1796.

Otis the Son of Abraham & Lois Pierce, was Born Octr. the 1796.

Samuel the Son of John & Hannah Lemist, was Born October 5. 1796.

Flavel the Son of Edward & Polly Foster, was Born Octr. the 1796.

Elisha the Son of Ebenezer Clap Esqr. & Mary his Wife, was Born Octr. the 22d. 1796.

George the Son of James & Elizabeth Clap, was Born Octr. the 1796.

William the Son of Unite & Jerusha Blackman, was Born Octr. the 3d. 1796.

Rachel the Daughter of Samuel Tolman Junr. & Rachel his Wife, was Born Sepr. the 29th 1796.

Susanna the Daughter of David & Susanna Johnson, was Born October 29th. 1796.

Ebenezer the Son of Ebenezer Wales Junr. & Elizabeth his Wife, was Born Novr. the 3d. 1796.

Anna the Daughter of John Tolman Junr. & Anna his Wife, was Born Novr. the 28th. 1796.

Nancy the Daughter of John and Lucy Davenport, was Born Octr. 17th. 1796.

Elizabeth-How the Daughter of Reuben & Elizabeth Blake, was Born November the 1st. 1796.

Charlotte the Daughter of Capt. Thomas Tilstone & Elizabeth his Wife, was Born Decr. the 24th. 1796.

Asa the Son of Ephraim & Zibia Davenport, was Born Decr. the 1796.

Enoch the Son of Enoch & Mary Fenno, was Born Decr. 23d. 1796.

Anna the Daughter of Elizabeth Blackman was born October 25th. 1796.

Hannah-Fifefield Hearsay the Daughter of Bela and Mary Hearsay, was Born March 21st. 1796.

Charles the Son of Jonathan & Jane Blackman, was Born June 20th. 1796.

Stephen Pratt, the Son of Nathl. & Lydia Tolman was born October the 31st. 1796.

Lucinda the daughter of Jacob and Joanna Foster born March 11th. 1796.

Nancy the daughter of Jeremiah and Susannah McIntosh was born October 7 — 1796.

Elijah the Son of Amasa & Mehitabel Fuller was born March the 10th. 1796.

Lemuel the Son of Saml. & Susanh. Bird born Augt. 2d. 1796.

1797.

Elizabeth & Ruth the Daughters of John Morse were Born Decr. 19th. 1797.

Lucy the Daughter of Samuel & Elizabeth Davenport, was Born Janr. the 18th. 1797.

Edward Vose the Son of Edward-Willard Baxter & Esther his Wife, was Born Jany. 26th. 1797.

Dorothy the Daughter of the Revd. Thaddeus-Mason Harris & Mary his Wife, was Born Janr. the 30th. 1797.

James the Son of James & Polly McIntosh, was Born Jany 30th. 1797.

- Johanna the Daughter of Nathaniel Clap Junr. & Hannah his Wife, was Born Febr. the 15th. 1797.
- James the Son of Samuel and Mary Barrett, was Born Febr. the 17th. 1797.
- Hester the Daughter of John and Hannah Mellish, was Born Febr. 18th. 1797.
- Charles son of William and Mary Sumner was born January 5th. 1797.
- Edward the Son of Daniel & Wiswell, was Born the 1797.
- William the Son of William & Sarah Mann, was Born March the 15th. 1797.
- Harriet-Gorham the Daughter of Stephen & Ann Wales, was Born January the 24th. 1797.
- Samuel-Turner the Son of Thaddeus & Polly Stutson, was Born March the 22d. 1797.
- Samuel-Coolidge the Son of Benjamin & Lily Bird was Born March the 28th. 1797.
- Mary-Billings the Daughter of James & Polly Tolman, was Born the 1797.
- Benjamin-Franklin the Son of Smith & his Wife, was Born the 1797.
- Anna the Daughter of George & Sarah Payson, was Born 1797.
- Ann the Daughter of Samuel Pierce Junr. & Molly his Widow, was Born 1797.
- Mo. Said Child Born after the Decease of its Father.
- Aaron the Son of John Coxsel & Jemima his Wife, was Born the 1797.
- Samuel the Son of Samuel, & Elizabeth Gibson, was Born May the 1797.
- William-Leeds the Son of Edward & Abigail Bird, was Born Janr. the 12th. 1797.
- Nathl. Weld Davis the Son of Lemuel & Elizabeth Crane, born March 23d. 1797.
- Drusilla the Daughter of Samuel & Frances Champney, was Born Novr. 4th. 1797.
- Elizabeth the Daughter of William & Elizabeth Tolman, was Born July the 4th. 1797.
- Horatius the Son of Edmund & Sarah Baker, was Born July the 19th. 1797.
- Oliver the Son of Samuel Blackman Junr. & Elizabeth his Wife, was Born the 1797.
- Two Daughters of Samuel Glover Junr. & Patty his Wife, were Born August the 11th. 1797.
- Jacob the Son of Jacob and Hannah Beals, was Born August the 8th. 1797.
- Patty the Daughter of Samuel Glover Junr. & Patty his Wife was Born August the 11th. 1797. Being one of the Twins above mentioned.
- Nancy-Crawford the Daughter of Daniel & Sally Davenport, was Born August 30th. 1797.
- Washington the Son of Seth & Ruxby Blake, was Born Sepr. the 12th. 1797.
- Ebenezer the Son of John & Sarah Holden, was Born Sepr. the 19th. 1797.
- Susanna the Daughter of Elisha & Lydia Turner, was Born Octr. the 4th. 1797.
- Clarissa the Daughter of Thomas Leeds Junr. & Mary his Wife, was Born Sepr. the 1797.
- Levi the Son of Thomas & Sarah Williams, was Born Octr. the 1797.
- Patty daughter of James and Abigail Mayo Decemr. 7th. 1797.

Sally-Pieree the Daughter of Frederick & Molly Pope, was Born Octr. 24th. 1797.

Katharine-Barnard the Daughter of Ebenezer Clap Junr. and Abigail his Wife, was Born Novr. the 21st. 1797.

Hannah the Daughter of Edward & Withington, was Born Novr. the 1797.

Thomas the Son of Thomas & Mary Perry, was Born Novr. the 1797.

Hannah the Daughter of George & Ann Manning, was Born Novr. the 1797.

Henry the Son of Henry and Sally Cox, was Born Novr. the 20th. 1797.

Thomas the Son of Ebenezer Kilton Junr. & Abigail his Wife was Born Decr. the 1797.

Stevens the Son of Mr. Moses & Mrs. Hannah Everett, was Born Decr. the 14th. 1797.

Stephen the Son of Stephen & Hearsy, was Born May 24th. 1797.

Persis the Daughter of Isaae Crane & Persis his wife was Born Decr. 19th. 1797.

Hansel Paca Pendleton, the Daughter of Samuel & Polly Richards was born November 29th. 1797.

Elda Clap wife (*sic*) of George Clap born

Sarah the Daughter of Henry & Phebe Morto was born February 13th. 1797.

Lemuel the Son of Elijah & Jones born March the 8th. 1797.

Peter Sprung the Son of Alexander Glover Junr. and Nancy his wife born May 1st. 1797.

John Adams the Son of Elisha Lapham & his wife Born Decr. the 30th. 1797.¹

1798.

Jacob the Son of George & Mary Vose, was Born 1798.

Stephen the Son of Solomon & Rachel Hall, was Born Febr. the 1st. 1798.

Charles-Jarvis the Son of Aaron Bird Junr. & Johanna his Wife, was Born Febr. the 14th. 1798.

Rebecca-Wells the Daughter of Edward & Rebecea Preston, was Born Febr. the 21st. 1798.

Nancy the Daughter of John & Luey Davenport, was Born Janr. 24th. 1798.

Nancy the Daughter of Edward & Haynes, was Born 1798.

Aaron the Son of William & Betsy Bird, was Born March the 5th. 1798.

Flavel the Son of Thomas & Sarah Mosely, was Born March the 6th. 1798.

Sally-Parker the Daughter of John & Withington was Born March the 5th. 1798.

Thomas-Oliver the Son of Oliver Jordan & Ann his Wife, was Born March the 8th. 1798.

Stephen the Son of Stephen & Ann Wales born Apr 25 — 1798.

Mary daughter of Noah and Relief Withington born Nov. 24th. 1798.

Lewis the Son of Josiah Leeds Junr. & Anna his Wife was Born March the 29th. 1798.

Thomas-Minott the Son of Isaae-Newcom Field & Johanna his Wife, was Born March the 31st. 1798.

Susanna the Daughter of Benjamin-Dolbear Tolman & Ruth his Wife, was Born April the 11th. 1798.

Lewis-Glover the Son of Bela & Mary Hearsay, was Born 1798.

¹ Also recorded as of 1798.

- Andrew the Son of Alexander Glover the 3d. & Jemima his Wife, was Born March 22d. 1798.
- Jesse-Hawes the Son of Nathaniel & Lydia Tolman, was Born April the 24th. 1798.
- Charlotte the Daughter of Ebenezer & Mary Glover was Born April the 1798.
- Mary the Daughter of Samuel-Belcher Lyon & Mary his Wife, was Born May the 10th. 1798.
- Clarissa the Daughter of Euclid & Tilestone, was Born 1798.
- Frederick the Son of William Munroe Junr. & Esther his Wife, was Born May the 1798.
- James the Son of James & Polly Tolman, was Born May the 1798.
- Catharine daughter of Timothy Field born June 10th. 1798.
- Benjamin-Spur the Son of Thaddeus & Polly Stutson, was Born May the 10th. 1798.
- Oliver the Son of Ebenezer Wales Junr. & Elizabeth his Wife, was Born June the 12th. 1798.
- Lucy the Daughter of William & Sarah Richards, was Born June the 7th. 1798.
- John the Son of Abraham & Susanna Gould, was Born June the 1798.
- Phinehas the Son of Aaron & Sarah Spear, was Born 1798.
- Caroline & Anna-Maria the Daughters of Samuel and Miriam Capen, were Born June the 27th. 1798.
- Elijah-Dix the Son of the Revd. Thaddeus-Mason Harris & Mary his Wife, was Born July the 13th. 1798.
- Samuel the Son of Samuel Topliff Junr. & Anna his Wife, was Born July the 1798.
- Edward the Son of Lemuel & Elizabeth Collier, was Born July 28th. 1798.
- Hannah the Daughter of Nathaniel & Hannah Clap, was Born August 15th. 1798.
- Michael the Son of Dennis & Ann Ryan, was Born August 14th. 1798.
- William Cole the Son of Amos & Ruth Hersey was born Novr. the 19th. 1798.
- Clarisa the Daughter of Amasa & Mehitabel Fuller was born January the 15th. 1798.
- Hephzibah the Daughter of Ebenezer Clap the third & Eunice his Wife, was Born Sepr. the 4th. 1798.
- James the Son of James Baker the third & Martha his Wife, was Born Sepr. the 1798.
- Abraham the Son of Daniel & Anna Withington, was Born Sepr. the 13th. 1798.
- Rebecca-Weatherby the Daughter of Elijah Tucker & Rebecca his Wife, was Born Sepr. the 13th. 1798.
- Caroline the Daughter of William & Sarah Mann, was Born Sepr. 19th. 1798.
- William the Son of James & Esther Davenport, was Born Octr. the 1798.
- Susanna the Daughter of John & Anna Moise, was Born Octr. the 1798.
- William the Son of Joseph-Weeks Withington & Elizabeth his Wife, was Born Octr. the 23th. 1798.
- William Moies the Son of James & Betsy Blackman, was Born Octr. the 1798.
- Martha-Wheelright the Daughter of John & Hannah Mellish, was Born Novr. the 20th. 1798.
- Zenas the son of John and Sarah White was born Sept. 19th. 1798.
- Ebenezer the Son of Samuel & Mary Barrett, was Born Novr. the 27th. 1798.

- Louisa the Daughter of Thomas & Lucy Field, was Born June 25th. 1798.
 Stephen the Son of Solomon & Rachel Hall born February the 1st. 1798.
 William Clarke the Son of Jonathan & Jane Blakman, born Decr. 13th. 1798.
 Jerusha the Daughter of Edward-Stow Leeds & his Wife was Born 1798.
 George-Lane the Son of Chandler Russell & Mary his Wife, was Born Janr. 1798.
 Samuel the Son of William & Hannah Foster, was Born Janr. the 1798.
 Mary the Daughter of John & Hannah Lemist was born September 13 — 98.

1799.

- Joanna the daughter of Jacob and Joanna Foster born July 23d. 1799.
 Abigail the daughter of Jeremiah and Susanna McIntosh was born July 18th. 1799.
 Rufus Pond son of William and Mary Sumner was born January 17th. 1799.
 Amasa the Son of Ebenezer Clap Esqr. & Mary his Wife, was Born Janr. 14th. 1799.
 Mary the Daughter of James & Elizabeth Clap, was Born Janr. the 7th. 1799.
 Martha-Blake the Daughter of Nathaniel & Rachel Minott, was Born Janr. the 12th. 1799.
 Hannah-Minott the Daughter of Joseph & Hannah Wild, was Born Janr. the 1799.
 Thomas-Huse Everett Son of Mr. Oliver & Mrs. Lucy Everett, was Born Febr. 6th. 1799.
 Warren the Son of Unite & Jerusha Blackman, was Born Janr. the 19th. 1799.
 Asa-Humfrey the Son of John How Junr. & Mary his Wife, was Born 1799.
 Ezra-Badlam the Son of Samuel & Rebecca Crehore. was Born Feby. 18th. 1799.
 Jonathan Webb the Son of Oliver Billings Junr. & Elizabeth his wife was Born February 5th. 1799.
 Harriott the Daughter of Abraham & Lois Pierce was born Feby. 12th. 1799.
 Mason the Son of Elisha Turner & Lydia his wife was born March 4th. 1799.
 Ebenezer Davis the Son of Anna Crane was born March 12th. 1799.
 Anson the Son of Edward Glover Jr & Hannah his wife was born February 11th. 1799.
 Jerusha Peckard the Daughter of David and Susannah Johnson was born February 24th. 1799.
 Anna Atkins the Daughter of Saml. Leeds Junr. & Margaret his wife was born
 Mary Ann the Daughter of James & Elizabeth Humfrey was born March 11th. 1799.
 Martha the Daughter of Samuel & Elizabeth Davenport was born March 19th. 1799.
 Moses Blackman the Son of James and Polly McIntosh was born March 1799.
 Elizabeth Clap the Daughter of John & Jemima Coxsil was born March 1799.
 Samuel the Son of Oliver & Ann Jordan was born April 14th. 1799.
 Betsey the Daughter of Joseph Clap Junr. and Betsey his wife was born May 3 1799.

James Blake the Son of James B. How & Sarah his wife was born May 19th. 1799.

John the Son of John & Sarah Holden was born June the 9th. 1799.

Elizabeth the Daughter of William and Betsey Tolman was born June 1st. 1799.

Charles the Son of Lemuel and Elizabeth Blackman was born June 1799.

Sally the Daughter of Thomas Leeds Junr. & Polly his wife was born 1799.

Electa the Daughter of Daniel and Sally Davenport was born May 25th. 1799.

Elisha Davenport the Son of Ebenr. Kilton Jr. & Abigail his wife was born July 1799.

Harriott the Daughter of Ephraim & Zibiah Davenport was born July 1799.

Elizabeth the Daughter of Zerubbabel & Elizabeth Hersey was born June 1799.

James the Son of James & Polly Tolman was born July the 1799.

Abigail the Daughter of Capt. John Pope & Sarah his wife was born July the 19th. 1799.

Samuel Pierce the Son of Jesse & Nancy Hawes was born July 30th. 1799.

John the Son of Samuel & Elizabeth Gibson was born August 1799.

Flavel the Son of Edward & Polly Foster was born August 1799.

Joel the Son of John Capen Junr. and Susannah his wife, was born Augt. 25th. 1799.

Benjamin Franklin the Son of Edward W. Baxter & Esther his wife, was born Augt. 19th. 1799.

John the Son of Daniel Talbutt & Hannah his wife was born Septr. 29th. 1799.

Lemuel the Son of Seth & Rukesbury Blake was born Septr. 16th. 1799.

Mary Davenport the Daughter of Moses & Nancy Billings was born Septr. 13th. 1799.

Charles the Son of Frederick & Mary Pope was born Sept. 29th. 1799.

Aaron Davis the Son of Isaac N. Field & Johanna his wife was born Octr. 1799.

William the Son of William & Betsey Bird was born October 1799.

Elizabeth the Daughter of James and Drusilla Gleason was born 1799.

Josiah the Son of Josiah and Anna Leeds was born Novr. 12th. 1799.

Joel the Son of Jonathan Bird Junr. and his wife was born Novr. 1799.

Royal the Son of Aaron Bird Junr. and Joanna his wife was born Novr. 1799.

Benjamin Spurr the Son of Thaddeus and Polly Studson was born December 18th. 1799.

Asahel the Son of Ebenezer Clap 3d and Eunice his wife was born December 27th. 1799.

Isaac the Son of Isaac Crane & Persis his wife was born October 24th. 1799.

Mary Loyd the Daughter of David O Bodge & Sally his wife was born June 16th. 1799.

Polly the Daughter of Ebenr. Clap Junr. & Abigail his wife was born July the 8th. 1799.

Lemuel the Son of Lemuel & Elizabeth Crane born March 11th. 1799.

1800.

Mary the Daughter of Nathaniel & Sarah Topliff was born February 22d. 1800.

- Thomas the Son of Samuel Payson Junr. and Lydia his wife was born January 27th. 1800.
- Oliver the Son of Solomon and Raehel Hall was born February 16th. 1800.
- Hannah Wiswell the Daughter of John Farrington was born
- William son of Timothy Field born Novr. 10th. 1800.
- Hiram the Son of William and Sarah Pope was born March the 13th. 1800.
- Albert the Son of Edward & Eunice Withington was born March the 12th. 1800.
- Warren the Son of Samuel B. Lyon and Mary his wife was born April the 1800.
- Adeline Easty, the Daughter of Calvin Bird and Mary his wife was born March the 17th. 1800.
- Stephen James Twieron, a Child Born in the Town, Parents unknown, May 4th. 1800.
- Charles the Son of Capt. Thomas Williams and Elizabeth his wife was born May the 7th. 1800
- Thomas the Son of Jacob Beales & Hannah his wife was born May the 1800.
- Mary Jones the Daughter of Benjamin and Lilly Bird was born May the 1800.
- Anna the Daughter of John Tolman Junr. & Anna his wife was born June the 6th. 1800 . . . 8 Months after the Death of its father.
- Benjamin, the Son of Ebenezer and Mercy Capen was born June 1800.
- Charles Jarvis, the Son of William and Sarah Mann was born June 1800.
- Ebenr. the Son of Ebenezer and Mary Glover was born June the 7th. 1800.
- Harriott Gorham the Daughter of Stephen & Nancy Wales was born June 28th. 1800.
- Mary Tolman the Daughter of John White Jr. & Sarah his wife was born May 23-1800.
- Polly the Daughter of Ebenezer Clap Junr. & Abigail his wife was born
- Eliza the Daughter of Alexander Glover 3d. & Jemima his wife was born July the 7th. 1800.
- Mary Whiting the Daughter of Isaee & Mary Withington, was born July 7th. 1800.
- Mary Hall the Daughter of Saml. Topliff Junr. & Anna his wife was born
- Moses son of James and Polly McIntosh March 13th. 1800.
- Clarissa, the Daughter of John and Hannah Preston was born Augt. 9th. 1800.
- Jerusha the Daughter of Unite & Jerusha Blackman, was born Augt. the 3d. 1800.
- Mary the Daughter of Lemuel Tolman & Mary his wife was born Augt. 16th. 1800.
- Clarendon the Son of the Revd. Mr. Harris & Mary his wife was born Septr. the 8th. 1800.
- James Clap the Son of John and Jemima Coxsil was born Augt. 1800.
- Mary Preston the Daughter of Mather & Sarah Withington was born Sept. the 19th. 1800.
- Eunice the Daughter of Stephen Holden & Susanna his wife was born Sept the 13th. 1800.
- Edward son of William and Mary Sumner was born September 20th. 1800.
- Samuel the Son of Joseph & Hannah Wild was born September the
- Hannah the Daughter of Moses & Hannah Everett was born

Mary Ann Sayer the Daughter of Edward & Rebecca Preston was born Octr. the
 Stephen the Son of William King and his wife was born
 Charlottee Hawes daughter of Noah & Relief Withington born Oct 12th. 1800.
 Robert & Patty. — the Son and Daughter of Samuel Blackman Junr. & Elizabeth his wife was born Octor. the 4th. 1800.
 Stephen Badlam the Son of James B How and Sally his wife was born October 20th 1800.
 Mary the Daughter of John and Anna Moiser was born
 Barnum son of Benjn. and Luranna Leonard born June 28th. 1800.
 Eliza the Daughter of Isaac How Jr. and Frances his wife was born Jany the 4st. 1800.
 Mary Foster the Daughter of Abraham and Susanna Gould, was born November 28th. 1800.
 Charles the Son of Daniel & Anna Withington was born December the 1st. 1800.
 Isaac Richerson the Son of Amasa and Mehitabel Fuller, was born Septr. 6th. 1800.
 Mary the Daughter of Samuel Leeds Junr. & Martha his wife was born
 Samuel the Son of William and Katy Vose was born
 Clarissia the Daughter of Joseph & Mehitabel How was born
 Joah the Daughter of Samuel Baker Junr. & Easther his wife was born
 Benjamin the Son of Susannah Soper Talbutt was born November 28th. 1800, the same Day its Father Died.
 George Brown, Son to Moses & Nancy Billings, Born, Dec 28th. 1800.
 Benjamin the Son of Stephen & Hannah Pierce born May 10th. 1800.
 Joseph Homer the Son of Sarah Wilder Born Mar. 4th 1800.
 Martha Washington the Daughter of Elisha Lapham & his wife Born Feby 4: 1800.
 James Gilmore Nicholes the Son of Alexander Glover Junr. & Nancy his wife born October 15th. 1800.
 Stephen the Son of Saml. & Susannah Bird born March 18th. 1800.
 Elliott Vaughn, the Son of Amos & Ruth Hearsey born Jany 31st. 1800.

MARRIAGES.

1745.

BY THE REVD. MR. JONA. BOWMAN.

Edward White and Eleanor Jones both of Dorchester, Apr. 18th. 1745.
 John Bosson & Deborah Dyer both of Dorchester, June 30th. 1745.
 James Crossman and Sarah Ryford both of Dorchester June 18th. 1745.
 Increase Leadbetter of Dorchester & Katharine Babcock of Milton Aug. 29th. 1745.
 Isaiah Leeds & Rebecca Bradley both of Dorchester, Octr. 3d. 1745.
 John Spur & Ruth Blake Junr. both of Dorchester, Decr. 9th. 1745.
 Charles Harvey & Susannah Capen Junr. both of Dorchester, Janr. 16th. 1745.
 Joseph Clap & Abigail Dier both of Dorchester, Janr. 23d. 1745
 William Field of Braintree and Mehetabel Blake Junr. of Dorchester Febr. 6th. 1745.

1746.

BY THE REVD. MR. JONA. BOWMAN.

Mr. Jeremiah Fuller of Stoughton & Mrs. Deborah Withington of Dorchester, May 27th. 1746.

Mr. Daniel Sigourney of Boston and Mrs. Joanna Tilestone of Dorchester, July 31st. 1746.

Mr. Ebenezer Pierpoint of Roxbury & Mrs. Hannah Wiswell of Dorchester, September 10th. 1746.

Joshua Williams & Katharine Humfrey, both of Dorchester, Sepr. 17th. 1746.

David Capen & Relief Evans, both of Dorchester, September 18th. 1746.

Solomon Kilton, & Margaret Leeds Junr. both of Dorchester, Octr. 7th. 1746.

William Marrion & Thankfull Withington, both of Dorchester, Decr. 4th. 1746.

Mr. Israel Leadbetter & Mrs. Ruth Robinson, both of Dorchester, Janr. 1st. 1746.

John Blackman Junr. of Dorchester, & Abigail How of Roxbury Janr. 1st. 1746.

Mr. William Tucker of Milton & Mrs. Abigail Minot of Dorchester, Janr. 15. 1746.

Joseph Bird & Elizabeth Wire both of Dorchester, Febr. 19th. 1746.

Ebenezer Talbut & Elizabeth Withington both of Dorchester, Mar. 6th. 1746.

Samuel Withington Junr. & Jane Kilton, both of Dorchester, Mar. 19th. 1746.

Nathanael Wales of Boston & Elizabeth Wiswell of Dorchester, Mar. 10th. 1746.

1747.

BY THE REVD. MR. JONA. BOWMAN.

Ebenezer Brown & Abigail Woodward, both of Dorchester, June 30th. 1747.

Remember Preston Junr. & Sarah Davis, both of Dorchester, July 16th. 1747.

Stephen Jones & Mary Wiswell both of Dorchester, September 15th. 1747.

John Waters-Hair of Milton & Bethiah Webb of Dorchester, Novr. 12th. 1747.

Isaac Humfrey & Mary Wiswell, both of Dorchester, Novr. 26th. 1747.

George Baker & Ruth Williams, both of Dorchester Febr. 23d. 1747.

Ralph Morgain & Thankfull Humfrey both of Dorchester, Febr. 25th. 1747.

Joseph Bass Junr. & Lydia Searl, both of Dorchester, March 8th. 1747.

John Norton of Boston & Jemima Foster of Dorchester, March 15th. 1747.

1748.

Benjamin Fuller & Sarah Bullard both of Dedham, were Married by Benjamin Bird Esqr. Sepr. 15th. 1748.

BY Y^E REVD. MR. JONATHAN BOWMAN.

Samuel Bird of Stoughton, & Anna Atherton of Dorchester, were married by Mr. Bowman April 13th. 1748.

David Avery of Boston, & Hannah Dyar of Dorchester June 16th. 1748.

Richard Stiles of Castle William, and Mary Stone of Dorchester, August 20th. 1748.

Ebenezer Pope and Abigail Billings, both of Dorchester Aug. 23. 1748.

Benjamin Ward & Bebee Monk, both of Dorchester Novr. 10. 1748.
 Mr. John Beighton & Mrs. Relief Blake, both of Dorchester, Novr. 24. 1748.
 Capt. John Homans & Mrs. Rebecca Gray, both of Dorchester, Novr. 28. 1748.
 Abijah White, & Mary Holmes, both of Dorchester Feb. 2. 1748.
 Roger Clap & Susannah Wales both of Dorchester, Feb. 23. 1748.
 Nathanael Mills of Neeham, and Martha Wood, residing in Dorchester March 9. 1748.
 Josiah Bradley & Ann Church both of Dorchester married by Benjamin Bird Esqr. March 13. 1748.

1749.

Norman Clark, of Newtown, & Hannah Bird of Dorchester, were married by Benjamin Bird Esqr. June 1. 1749.

BY THE REVD. MR. JONATHAN BOWMAN.

Josiah Leeds & Mary Leeds Junr. both of Dorchester Mar. 28th. 1749.
 John Williams Junr. of Roxbury & Ann Bird of Dorchester May 25th. 1749.
 Samuel Dogget & Abigail Davenport both of Dorchester Sepr. 7th. 1749.
 John Trescot Junr. & Sarah Davenport both of Dorchester Sepr. 7th. 1749.
 David Bradley & Elisabeth Davis both of Dorchester Octr. 26th. 1749.
 Mr. Ebenezer Clap of Dorchester, and Mrs. Hannah Edy of Boston Novr. 13th. 1749.
 Thomas Bird Junr. & Mary Clap both of Dorchester Decr. 14th. 1749.
 Humphrey Atherton, & Mary Grayham both of Dorchester Decr. 21st. 1749.
 John Robinson Junr. & Elisabeth Moseley both of Dorchester Febr. 21st. 1749.

1750.

BY THE REVD. MR. JONATHAN BOWMAN.

Jonathan Clap of Dorchester & Deborah Stratten of Braintree were married March 29th. 1750.
 Samuel Cox & Sarah Rogers both of Dorchester May 23d. 1750.
 Andrew Turner of Milton, & Susannah Humfreys of Dorchester June 28th. 1750.
 Jeremiah Mackintosh of Dedham & Mary Merifield of Dorchester July 17th. 1750.
 William Foster and Elisabeth Hunt both of Dorchester July 19th. 1750.
 John Wiswell & Elisabeth Capen both of Dorchester Novr. 1750.
 Samuel Withington & Elizabeth Champney both of Dorchester Decr. 17th. 1750.
 Joseph Williams of Roxbury, & Mary Bass of Dorchester January 1st. 1750.
 Henry Lyon of Woodstock & Sarah Trott of Dorchester Febr. 14th. 1750.
 Samuel Payson of Roxbury and Ann Payson of Dorchester Febr. 21st. 1750.

1751.

Marriages Anno 1751, and the beginning of the Year 1752, inasmuch as the Year 1752 is Reckoned to Commence the first of January.

BY THE REVD. MR. JONATHAN BOWMAN.

Timothy Wales & Hannah Davenport both of Dorchester April 2d. 1751.
 Jacob Bird & Elizabeth Ward Junr. both of Dorchester April 2d. 1751.

The Revd. Mr. Thomas Jones of Woburn, & Mrs. Abigail Wiswell of
Dorchester September 5. 1751.

The Revd. Mr. James Humfrey of Perquage, & Mrs. Esther Wiswell of
Dorchester October 9th. 1751.

Johnson Tolman of Stoughton and Elizabeth Capen of Dorchester Octr.
31. 1751.

John Wales & Sarah Ward both of Dorchester November 5th. 1751.

John Dows of Roxbury, & Mehetabel Payson of Dorchester Novr. 7th.
1751.

Capt. Joseph Bass, & Mrs. Hannah Glover both of Dorchester Novr.
14th. 1751.

Henry Evans of Boston, & Sarah Humfrey of Dorchester Novr. 21.
1751.

Barnard Capen, & Hannah White Junr. both of Dorchester Janr. 2d.
1752.

John Evans, & Anna Davis both of Dorchester Janr. 30th. 1752.

Elisha Tilstone & Elizabeth Bowman Junr. both of Dorchester Janr.
9th. 1752.

Ebenezer Kilton, & Elizabeth Atherton both of Dorchester Febr. 27th.
1752.

1752.

BY THE REVD. MR. JONATHAN BOWMAN.

Thomas Moseley & Esther Davis both of Dorchester April 23d. 1752.

Seth Morton of Stoughton & Zibiah Holmes of Dorchester May 12th.
1752.

Samuel Williams of Pomfret & Sarah Searls of Dorchester May 18th.
1752.

William Williams of Roxbury & Sarah Payson of Dorchester May 28th.
1752.

Henry Humfrey & Abigail Clap both of Dorchester June 4th. 1752.

Josiah Bradley & Ann Ward both of Dorchester August 13th. 1752.

Benjamin Dupree & Esther Wiswell both of Dorchester Novr. 16th. 1752.

Jonathan Payson & Elizabeth Tilstone both of Dorchester Decr. 14th.
1752.

1753.

BY THE REVD. MR. JONATHAN BOWMAN.

Jonathan Wales & Hannah Blackman both of Dorchest Mar. 6th. 1753.

George Baker & Mary Jones both of Dorchester April 11th. 1753.

Daniel Wiswell & Sarah Hall both of Dorchester April 12th. 1753.

Daniel Farn & Mindwell Clap Junr. both of Dorchester May 8th.
1753.

Elijah Belcher of Braintree and Mary Glover of Dorchester Octr. 4th.
1753.

Roger Billing of Castle William & Susannah Wiswell of Dorchester
October 25th. 1753.

George Jefferds of Boston & Hannah Wiswell of Dorchester Novr. 1st.
1753.

Ezekiel Tilstone & Sarah Belcher both of Dorchester Decr. 13th. 1753.

Joseph Spur and Miriam Lyon both of Dorchester were Married Sep-
tember 13th. 1753, by Robert Spur Esqr.

1754.

Edward Curtis and Sarah Coeks both of Boston were married by Ben-
jamin Bird Esqr. July 18th. 1754.

Elisha Glover & Elizabeth Glover both of Dorchester, were Married by
John Quincy Esqr. of Braintree Decr. 26th. 1754.

BY THE REVD. MR. JONATHAN BOWMAN.

Benjamin Lyon & Thankfull Humfrey both of Dorchester January 17th. 1754.
 Joseph Langley & Sarah Merow both of Dorchester April 18th. 1754.
 David Clap & Ruth Humfrey Junr. both of Dorchester June 20th. 1754.
 James Foster Junr. & Mary Robinson both of Dorchester July 4th. 1754.
 Jonathan Niles of Boston & Sarah Wiswell Junr. of Dorchester July 18th. 1754.
 Samuel Blackman & Waitstill Tolman Junr. both of Dorchester Sepr. 12th. 1754.
 John Langley & Patience Tolman both of Dorchester November 7th. 1754.
 James Withington & Elizabeth Searls both of Dorchester December 2d. 1754.
 Samuel Topliff & Mary Hall both of Dorchester December 26th. 1754.

1755.

BY THE REVD. MR. JONATHAN BOWMAN.

Philip Withington & Abigail Weeks Junr. both of Dorchester May 29th. 1755.
 Timothy Tilstone & Hannah Clap both of Dorchester June 19th. 1755.
 James Robinson & Sarah Breck both of Dorchester June 26th. 1755.
 Ezekiel Leeds & Susannah Tolman both of Dorchester July 31st. 1755.
 John Gulliver of Milton & Sarah Trescott Junr. of Dorchester Sepr. 4th. 1755.
 John Foster & Hannah Downs both of Dorchester October 9th. 1755.
 Elihu Kilton & Thankfull Davenport both of Dorchester October 23d. 1755.
 Ebenezer Withington & Molly Preston both of Dorchester Decr. 9th. 1755.
 Ebenezer Clap & Elizabeth Hall both of Dorchester Decr. 11th. 1755.

1756.

Enoch Glover & Susannah Bird both of Dorchester, were married by Benjamin Bird Esqr. Novr. 23d. 1756.

BY THE REVD. MR. JONATHAN BOWMAN.

James Trott & Mary Trescott both of Dorchester Janr. 5th. 1756.
 Daniel Nash of Boston & Rebecca Wiswell of Dorchester Janr. 22. 1756.
 Jonathan Dyer & Patience Tolman both of Dorchester Febr. 24th. 1756.
 Samuel Capen of Dorchester and Sarah Bayley of Stoughton March 18th. 1756.
 Nathaniel Tilstone & Elizabeth Biggs both of Dorchester April 6th. 1756.
 Nathan Taylor & Submit Blackman both of Dorchester May 20th. 1756.
 Samuel Andrews & Mary Corbet both of Dorchester June 24th. 1756.
 John Beighton of Dorchester and Abigail Blake of Milton July 13th. 1756.
 John McDaniel & Abigail Moseley both of Dorchester Sepr. 28th. 1756.
 Cornelius Tilstone & Elizabeth Wales both of Dorchester Decr. 28th. 1756.

1757.

BY THE REVD. MR. JONATHAN BOWMAN.

John Capen of Dorchester & Abigail Bugbee of Roxbury January 3d. 1757.

Jonathan Bird & Bebe Bird both of Dorchester April 7th. 1757.

Jonathan Bird Junr. & Ruth Robinson both of Dorchester July 7th. 1757.

Ebenezer Davenport Junr. & Mary Wilson both of Dorchester August 23d. 1757.

Abner Clap of Dorchester & Hannah Hoits of Roxbury Novr. 2d. 1757.

John Ward & Mary Clap both of Dorchester November 2d. 1757.

David Bass of Braintree and Bethiah Capen of Dorchester Novr. 17th. 1757.

John Davis & Elinor White both of Dorchester November 17th. 1757.

Ebenezer Boardman a Negro Man & Flora a Negro Woman both of Dorchester February 3d. 1757.

1758.

BY THE REVD. MR. JONATHAN BOWMAN.

Samuel Dammon of Dedham and Sarah White of Dorchester Janr. 26th. 1758.

James Kilton & Martha Grimes both of Dorchester April 20th. 1758.

Seth Sumner Junr. of Milton and Elizabeth Davis of Dorchester May 25th. 1758.

Obadiah Low of Boston & Anna Foster of Dorchester June 1st. 1758.

Josiah Glover & Mary Blackman both of Dorchester August 24th. 1758.

Jonathan Davenport of Dorchester & Susanna White of Roxbury September 14th. 1758.

1759.

BY THE REVD. MR. JONATHAN BOWMAN.

Ebenezer Trescot of Dorchester & Tabitha Hastings of Dedham January 10th. 1759.

Ebenezer Bird & Jane Clap of Dorchester Febr. 8th. 1759.

William Hutchings Junr. of Harvard & Jerusha Wiswell of Dorchester March 8th. 1759.

Henry Payson & Abigail Davis of Dorchester April 19th. 1759.

Elisha Glover & Jerusha Billings of Dorchester Octr. 18th. 1759.

Samuel How Junr. & Margaret Preston of Dorchester Novr. 6th. 1759.

Abraham Wheeler & Sarah Baker of Dorchester Novr. 15th. 1759.

Jonathan Clap Junr. & Elizabeth Bishop of Dorchester Janr. 18th. 1759.

Samuel Holden & Hannah Kilton of Dorchester Decr. 27th. 1759.

1760.

BY THE REVD. MR. JONATHAN BOWMAN.

Thomas Clap Junr. & Mary Wales both of Dorchester January 10th. 1760.

Aaron Gerfield of Shrewsbury & Mary Crosman of Dorchester Febr. 5th. 1760.

Jonathan Champney & Mary Atherton Junr. both of Dorchester May 6th. 1760.

Edward Jones of Boston & Ruth Hall of Dorchester May 20th. 1760.

Elijah Withington of Boston & Mary Allen of Dorchester May 22d. 1760.

John Goff & Esther Weeks both of Dorchester October 30th. 1760.

William Rawson Junr. Esqr. of Mendon & Mrs. Elizabeth Andrews of
Dorchester Decr. 4th. 1760.

Noah Clap & Mrs. Ann Clap both of Dorchester Decr. 11th. 1760.

Lemuel Clap & Sussannah Capen both of Dorchester Decr. 11th. 1760.
Reed. Decr. 12th. 1761.

Carried in to the Clerk of the Sessions Decr. 23d. 1761.

1761.

BY THE REVD. MR. JONATHAN BOWMAN.

Paul Hall & Martha Baker both of Dorchester Febr. 11th. 1761.

Thomas Hastings of Roxbury & Prudence Trott of Dorchester Febr.
11th. 1761.

Edward Breck Junr. & Mary Davis both of Dorchester Febr. 26th.
1761.

Samuel Meroth & Hannah Bradley Junr. both of Dorchester March 24th.
1761.

Joseph Clap & Abigail Trescott both of Dorchester April 2d. 1761.

John Tolman Junr. & Elizabeth Baker both of Dorchester April 16th.
1761.

Daniel Oliver & Sarah Babbidge both of Dorchester April 22d. 1761.

Joseph Fenno of Milton & Jerusha Robinson of Dorchester July 16th.
1761.

Henry Vaughn of Dedham & Mary Humfrey of Dorchester August 20th.
1761.

Jonathan Trescott & Sarah Leeds Junr. both of Dorchester Novr. 12th.
1761.

Samuel Robinson & Lois Davis both of Dorchester Decr. 3d. 1761.

John Searls & Mary Bishop both of Dorchester December 17th. 1761.

1762.

BY THE REVD. MR. JONATHAN BOWMAN.

John Day of Boston & Mary Hawes of Dorchester Janr. 9th. 1762.

Thomas Trott & Eunice Hastings both of Dorchester Mar. 19th. 1762.

Zebulun Crane & Hannah Davis both of Dorchester April 15th. 1762.

Solomon Hall & Mary Nash both of Dorchester May 13th. 1762.

Joseph Trescott & Mary Baker both of Dorchester June 3d. 1762.

John Wiswell Johanna Trescott both of Dorchester June 17th. 1762.

William Field of Braintree & Abigail Beighton of Dorchester August
19th. 1762.

Deacon Richard Hall & Mrs. Patience Blake both of Dorchester July
20th. 1762.

Edward Curtis of Boston & Ruth Maxfield of Dorchester December 16th.
1762.

1763.

BY THE REVD. MR. JONATHAN BOWMAN.

John Clap of Stoughton & Submit Davenport of Dorchester Janr. 27th.
1763.

Thomas Spear of Boston & Susanna Whiston of Dorchester Febr. 17th.
1763.

Thomas How Junr. of Dedham & Hannah Leeds of Dorchester March
17th. 1763.

Hopetill Hall & Sarah Baker both of Dorchester May 5th. 1763.

Peace Cazenau of Boston & Jane Vincent of Dorchester August 11th.
1763.

Samuel Wheeler of Boston & Sarah Newcome of Dorchester Sepr. 1st.
1763.

Daniel Arnold of Braintree & Jerusha Glover of Dorchester Octr. 4th.
1763.

Edward Pierce & Hannah Tolman both of Dorchester Novr. 1st. 1763.
 John Capen of Boston & Mary Williams of Dorchester Decr. 15th. 1763.
 Jonathan Leeds & Patience Glover both of Dorchester Decr. 15th. 1763.

1764.

BY THE REVD. MR. JONATHAN BOWMAN.

Nathaniel Hubbard of Boston & Hannah Wiswell of Dorchester Janr. 19th. 1764.
 Benjamin Homans of Boston & Susanna Grey of Dorchester Janr. 24th. 1764.
 Joshua Sever & Elizabeth Bradley both of Dorchester March 29th. 1764.
 Joseph Pierce & Ann Leeds both of Dorchester May 15th. 1764.
 John Tolman Junr. & Hannah Hall both of Dorchester May 31st. 1764.
 Thomas Evens & Elizabeth Blake both of Dorchester Octr. 12th. 1764.
 Edward Preston & Lucy Bowman both of Dorchester Octr. 31st. 1764.
 John Clap & Hannah Baker both of Dorchester Novr. 29th. 1764.
 John How & Rachel Glover both of Dorchester Nov. 29th. 1764.
 Samuel Tolman & Elizabeth Tolman both of Dorchester Decr. 13th. 1764.
 William Holden Junr. & Susanna Humfrey both of Dorchester Decr. 27th. 1764.

1765.

BY THE REVD. MR. JONATHAN BOWMAN.

Thomas Shed & Eleanor Spur both of Dorchester, were joined in Marriage July 29th. 1765, by the Revd. Mr. Jonathan Bowman.
 Samuel Maxfield & Hannah Hawes both of Dorchester January 17th. 1765.
 Mr. Joseph Clark of Boston & Mrs. Mary Foster of Dorchester April 4th. 1765.
 Mr. Samuel How & Mrs. Thankfull Wiswell both of Dorchester May 9th. 1765.
 Francis De Luce & Mary Davenport both of Dorchester August 9th. 1765.
 Job Walker of Roxbury & Mary Williams of Dorchester August 22d. 1765.
 Samuel Pierce Junr. & Elizabeth How both of Dorchester Octr. 24th. 1765.
 Lemuel Sargeant of Milton & Sarah Hall of Dorchester Decr. 12th. 1765.

1766.

Ebenezer Williams & Jerusha Pope both of Dorchester Febr. 20th. 1766.
 Stephen Farrington & Sarah Goddard both of Dorchester March 13th. 1766.
 Samuel Hawes & Mary Scott both of Dorchester April 17th. 1766.
 Isaac Packard of Milton & Zebiah Robinson of Dorchester May 13th. 1766.
 Ezra Badlam & Patience Capen Junr. both of Dorchester July 1st. 1766.
 Jonas Tolman & Mary Pierce both of Dorchester Novr. 20th. 1766.
 Mr. Phinehas Holden & Mrs. Thankfull Baker both of Dorchester Sepr. 30th. 1766.
 Samuel Leeds Junr. & Ann Atkins both of Dorchester Decr. 18th. 1766.

1767.

BY THE REVD. MR. JONATHAN BOWMAN.

Ebenezer Blake Junr. and Abigail Pierce Junr. both of Dorchester March 19th. 1767.

Joseph Hawes & Sarah Severs both of Dorchester March 19th. 1767.
 Mr. Jonathan Dyer & Mrs. Avis Bradley both of Dorchester April 15th. 1767.
 Edward White & Elizabeth Withington both of Dorchester May 19th. 1767.
 Isaac Smith of Boston & Sarah Niles of Dorchester May 20th. 1767.
 Mr. Ezekial Tilestone & Mrs. Anna Evans both of Dorchester June 16th. 1767.
 Mr. William Bosson of Roxbury & Mrs. Ruth Curtis of Dorchester July 9th. 1767.
 Mr. Edward Glover & Mrs. Hannah Fifield both of Dorchester August 11th. 1767.
 Thomas Davenport & Mary Dickerman both of Dorchester Sepr. 3d. 1767.
 Mr. Samuel Cox & Mrs. Elizabeth Bird both of Dorchester Sepr. 15th. 1767.
 Mr. Joseph Beals of Braintree & Mrs. Lily Davis of Dorchester Octr. 8th. 1767.
 Abiathar Wilson & Mary Everden both of Dorchester, Also William Sever & Mary Foster both of Dorchester Octr. 15th. 1767.
 Mr. William Blake of Boston & Mrs. Rachel Glover of Dorchester November 29th. 1767.
 Mr. Ebenr. Robinson & Mrs. Martha Hingham both of Dorchester Decr. 8th. 1767.
 Thomas Collier of Hull and Jemima Pope of Dorchester Decr. 10th. 1767.

1768.

BY THE REVD. MR. JONATHAN BOWMAN.

Robert Merrifield & Abigail Whitney both of Dorchester Janr. 12th. 1768.
 Mr. Joseph How & Mrs. Relief Foster both of Dorchester Febr. 25th. 1768.
 Moses Davis & Hannah Leeds both of Dorchester May 23d. 1768.
 Ichabod Wiswell & Mary Vose both of Dorchester June 16th. 1768.
 Mr. Jonathan Holden & Mrs. Mary Ann Baker both of Dorchester July 14th. 1768.
 John Leeds & Jerusha Packard both of Dorchester July 21st. 1768.
 Elijah Tolman & Experience Tolman both of Dorchester August 18th. 1768.
 John Hackleton & Bethiah Nash both of Dorchester Novr. 10th. 1768.
 Daniel Fern & Dorcas Davenport both of Dorchester Novr. 24th. 1768.
 Thomas Withington & Sarah Allen of Dorchester Novr. 30th. 1768.
 William Morow & Rebecca Leeds both of Dorchester Decr. 8th. 1768.

1769.

BY THE REVD. MR. JONATHAN BOWMAN.

Mr. Samuel Kelton of Needham & Mrs. Molly Leeds of Dorchester Janr. 5th. 1769.
 Mr. John White & Mrs. Susanna Crouch both of Dorchester March 2d. 1769.
 Mr. Nathaniel Henshaw of Milton & Mrs. Abigail Foster of Dorchester April 4th. 1769.
 Mr. John Pierce & Mrs. Thankfull White both of Dorchester April 11th. 1769.
 Mr. Samuel Shepherd of Boston & Mrs. Silence Whiston residing in Dorchester June 20th. 1769.
 Mr. John Vaughn of Dedham & Mrs. Rachel Humfrey of Dorchester Sepr. 5th. 1769.

- Mr. Abraham How & Mrs. Patience Blake both of Dorchester Octr. 31st. 1769.
 Mr. Joseph Badcock of Milton & Mrs. Hannah How of Dorchester Novr. 2d. 1769.
 Doctor James Baker & Mrs. Lydia Bowman both of Dorchester Novr. 30th. 1769.
 Mr. Ebenezer Baker & Mrs. Abigail Preston both of Dorchester Decr. 13th. 1769.
 Mr. William King & Mrs. Anna Bradley of Dorchester Decr. 27th. 1769.

1770.

BY THE REVD. MR. JONATHAN BOWMAN.

- Mr. Joshua Bradley of Roxbury & Mrs. Sarah Clap of Dorchester Janr. 9th. 1770.
 Mr. Nathaniel Clap & Mrs. Eunice Bird both of Dorchester April 3d. 1770.
 Mr. John Williams of Roxbury & Mrs. Mary Champney of Dorchester May 15th. 1770.
 Mr. Samuel Clap & Mrs. Elizabeth Foster both of Dorchester June 14th. 1770.
 Mr. Ebenezer Maxfield & Mrs. Elizabeth Hawes both of Dorchester August 9th. 1770.
 Mr. Samuel Jones & Mrs. Mary Richards both of Dorchester Octr. 18th. 1770.
 Mr. Ezra Clap & Mrs. Susanna Humfery both of Dorchester Octr. 25th. 1770.
 Mr. Samuel Withington Tertius & Mrs. Mary How both of Dorchester Novr. 22d. 1770.
 Mr. Joseph Davenport & Mrs. Mary White both of Dorchester Decr. 6th. 1770.

1771.

BY THE REVD. MR. JONATHAN BOWMAN.

- Mr. Abijah Beals of Dorchester & Mrs. Eunice Smith of Boston Febr. 14th. 1771.
 Mr. William Sever of Dorchester & Mrs. Thankfull Stetson of Braintree Febr. 20th. 1771.
 Mr. Jacob Green of Roxbury & Mrs. Sarah Champney of Dorchester March 14th. 1771.
 Mr. James White & Mrs. Elizabeth Bird both of Dorchester March 28th. 1771.
 Mr. Ebenezer Tolman & Mrs. Sarah Tolman both of Dorchester April 4th. 1771.
 Mr. Ebenezer Bent of Milton & Mrs. Ruth Crouch of Dorchester July 9th. 1771.
 Mr. Nathaniel Scot & Mrs. Abigail Brown both of Dorchester July 11th. 1771.
 Mr. Benjamin Dickerman & Mrs. Betty Kelton both of Dorchester Sepr. 10th. 1771.
 Mr. John Moyce of Boston & Mr. (*sic*) Ruth Davenport of Dorchester Sepr. 19th. 1771.
 Mr. Samuel Baker & Mrs. Elizabeth Clap both of Dorchester October 31st. 1771.
 Mr. John Baker Junr. of Roxbury & Mrs. Mary Breck of Dorchester Novr. 20th. 1771.
 Mr. Thomas Brooks & Mrs. Elizabeth King both of Dorchester November 25th. 1771.
 Mr. Josiah Capen Junr. of Watertown & Mrs. Mary Billings of Dorchester Decr. 13th. 1771.

1772.

BY THE REVD. MR. JONATHAN BOWMAN.

- Mr. Edward Williams & Mrs. Martha Buckley both of Dorchester Janr. 18th. 1772.
Mr. Thomas Clap & Mrs. Abigail Lane both of Dorchester Janr. 30th. 1772.
Mr. Edward Breck & Mrs. Alice Foster both of Dorchester March 4th. 1772.
Mr. Ebenezer Spear of Roxbury & Mrs. Elizabeth Ball of Dorchester March 19th. 1772.
Scipio a Negro & Peggy a Negro both of Dorchester April 10th. 1772.
Mr. John Pierce Junr. & Mrs. Sarah Blake both of Dorchester June 9th. 1772.
Mr. Benjamin Emmons & Mrs. Sarah Williams both of Dorchester Sepr. 17th. 1772.
Mr. Samuel Belcher & Mrs. Rachel Pope both of Dorchester Sepr. 29th. 1772.
Mr. Elijah Jones and Mrs. Mary Crouch both of Dorchester Octr. 13th. 1772.
Mr. William Glover & Mrs. Mary Capen both of Dorchester Octr. 15th. 1772.
Capt. Henry Hoskins of North Carolina and Mrs. Ann Hawes of Dorchester Octr. 29th. 1772.
Mr. Samuel Preston & Mrs. Ruth Miller both of Dorchester Decr. 31st. 1772.

1773.

BY THE REVD. MR. JONATHAN BOWMAN.

- Mr. Robert Pierce & Mrs. Hannah Blake both of Dorchester Febr. 11th. 1773.
Mr. Jonathan Champney of Roxbury & Mrs. Elizabeth Pierce Junr. of Dorchester March 2d. 1773.
Mr. Robert Merrifield of Dorchester & Mrs. Rebecca Fisher of Stoughton June 3d. 1773.
Mr. Elisha Clap & Mrs. Sarah Bird both of Dorchester June 17th. 1773.
Mr. William Williams of Boston & Mary Dolbeare of Dorchester July 6th. 1773.
Mr. John Clark & Mrs. Rebecca Bradley both of Dorchester August 7th. 1773.
Mr. John Merow & Mrs. Lucy Bradley both of Dorchester Novr. 23d. 1773.

1774.

BY THE REVD. MR. MOSES EVERETT.

- The Revd. Mr. Jacob Bacon of Plymouth & Mrs. Mary Whitney of Dorchester Octr. 25th. 1774.
Mr. John Bradshaw of Stoughton & Mrs. Elizabeth Spear of Dorchester Octr. 25th. 1774.
Mr. Desire Tolman & Mrs. Sarah How both of Dorchester December 1st. 1774.

1775.

BY THE REVD. MR. MOSES EVERETT.

- Mr. James Gourley & Mrs. Relief Humfrey both of Dorchester Janr. 12th. 1775.
Mr. Jacob Bird & Mrs. Sarah Mellish both of Dorchester Febr. 23d. 1775.

- Mr. Joseph Houghton Junr. of Milton & Mrs. Mary Pope of Dorchester March 29th. 1775.
 Mr. Abel Chamberlain of Roxbury and Mrs. Susanna Leeds of Dorchester April 11th. 1775.
 Mr. William Sumner & Mrs. Elizabeth Minott both of Dorchester April 30th. 1775.
 Mr. Joseph Damon of Dedham & Mrs. Patience White of Dorchester June 8th. 1775.
 Mr. Samuel Mellish Junr. of Dorchester & Mrs. Elizabeth Curtis of Roxbury July 17th. 1775.
 Mr. Ebenezer Robinson & Mrs. Silence Evans both of Dorchester July 20th. 1775.
 Mr. Ezekiel Bird & Mrs. Hannah Holden both of Dorchester July 1775.
 Mr. John Savel & Mrs. Anna Davenport both of Dorchester Octr. 1st. 1775.
 Mr. Aaron Bird Junr. & Mrs. Johanna Glover both of Dorchester Novr. 23d. 1775.
 Mr. Ebenezer Withington Tertius & Mrs. Elizabeth Baker both of Dorchester Decr. 19th. 1775.
 Mr. Ebenezer Capen & Mrs. Mercy Holden both of Dorchester Decr. 21st. 1775.

1776.

BY THE REVD. MR. MOSES EVERETT.

- Mr. Joseph Blake & Mrs. Thankfull Kilton both of Dorchester January 3d. 1776.
 Mr. William Morris & Mrs. Thankfull Merow both of Dorchester March 16th. 1776.
 Mr. John Horton & Mrs. Elizabeth Severs both of Dorchester June 27th. 1776.
 Mr. Thomas Cain & Mrs. Hannah Cloutman residing in Dorchester July 16th. 1776.
 Dr. Samuel Adams & Mrs. Sarah Preston of Dorchester August 1st. 1776.
 Mr. Jonathan Pierce & Mrs. Mary Glover both of this Town Sepr. 12th. 1776.
 Mr. John Dowse Junr. of Roxbury & Mrs. Hannah Molton of Dorchester Octr. 3d. 1776.
 Mr. John Williams & Mrs. Anna Evans both of Dorchester Novr. 6th. 1776.
 Mr. Isaac How & Mrs. Sarah Wiswell both of Dorchester Novr. 7th. 1776.
 Mr. Joseph Clap Junr. & Mrs. Abigail Humfrey both of Dorchester Nov. 14th. 1776.

1777.

BY THE REVD. MR. MOSES EVERETT.

- Mr. Paul Hall & Mrs. Esther Dupee both of Dorchester Febr. 11th. 1777.
 Mr. Samuel Clark of Glocester & Mrs. Mary King of Dorchester Febr. 13th. 1777.
 Mr. John Bussey & Mrs. Polly Davenport both of Dorchester March 13th. 1777.
 Mr. John Humfrey Junr. & Mrs. Susanna Champney both of Dorchester March 20th. 1777.
 Mr. Preserved Baker Junr. & Mrs. Submit Clap both of Dorchester March 20th. 1777.

Deacon Edward Pierce & Mrs. Sarah Wiswell both of Dorchester April 29th 1777.
 Mr. Joseph Whiston & Mrs. Tabitha How both of Dorchester April 30th. 1777.
 Mr. Samuel Merrifield & Mrs. Sarah Bird both of Dorchester May 8th. 1777.
 Mr. David Crane & Mrs. Hannah Tilestone both of Dorchester May 29th. 1777.
 Mr. Samuel Coolidge & Mrs. Elizabeth Tilestone both of Dorchester June 10th. 1777.
 Mr. Ebenezer Trescott of Dorchester & Mrs. Deborah Bent of Roxbury June 19th. 1777.
 Mr. Abraham Randall & Mrs. Zibiah Blackman both of Dorchester July 3d. 1777.
 Mr. Nathan Bradley of Dorchester & Mrs. Mary Crehore of Milton August 14th. 1777.
 Capt. Abraham Wheeler & Mrs. Jane Capen both of Dorchester Sepr. 25th. 1777.
 Mr. Nathaniel Swift & Mrs. Mary Baker both of Dorchester Sepr. 25th. 1777.
 Mr. George Baker & Mrs. Susanna Viles both of Dorchester Octr. 2d. 1777.
 Mr. Jacob Whittemore of Roxbury & Mrs. Elizabeth Champney of Dorchester Octr. 7th. 1777.
 Mr. James Trott & Mrs. Sarah Tolman both of Dorchester Octr. 9th. 1777.
 Mr. Samuel Bailey & Mrs. Elinor Bird both of Dorchester Octr. 8th. 1777.
 Mr. James Humfrey & Mrs. Elizabeth Capen both of Dorchester Octr. 23d. 1777.
 Mr. Thomas Bird & Mrs. Hannah Topliff both of Dorchester Octr. 30th. 1777.
 Mr. Samuel Robinson & Mrs. Hannah Hall both of Dorchester Novr. 15th. 1777.
 Mr. Nathan Terrell of Braintree & Mrs. Abigail Hunt of Dorchester Novr. 25th. 1777.
 Mr. Thomas Philips & Mrs. Abigail Capen both of Dorchester Novr. 25th. 1777.
 Mr. Nathaniel Langley & Mrs. Susanna Harvey both of Dorchester Decr. 16th. 1777.
 Mr. John Robinson Junr. & Mrs. Mary Tilestone both of Dorchester Deer. 30th. 1777.

1778.

BY THE REVD. MR. MOSES EVERETT.

Mr. Elijah Pope & Mrs. Martha White both of Dorchester, Janr. 1st. 1778.
 Mr. Joseph Lovell & Mrs. Elizabeth Moseley both of Dorchester, Janr. 1st. 1778.
 Mr. Ebenezer Clap Junr. & Mrs. Ann Tilestone both of Dorchester, May 5th. 1778.
 Mr. Samuel Bowman of Warwick & Mrs. Hannah Davenport of Dorchester, June 4th. 1778.
 Mr. Thomas Baker & Mr. (*sic*) Abigail McDaniels Junr. both of Dorchester, July 28th. 1778.
 Henry Gardner Esqr. of Stow & Mrs. Hannah Clap of Dorchester, September 21st. 1778.
 Mr. Nathan Leeds & Mrs. Elizabeth Tilestone both of Dorchester, Octr. 11th. 1778.

- Mr. Moses Blackman & Mrs. Prudence Tilestone both of Dorchester, Octr. 11th. 1778.
 Mr. Benjamin Lyon Junr. & Mrs. Ann Blackman both of Dorchester, Octr. 15th. 1778.
 Mr. George Vose & Mrs. Mary Glover both of Dorchester, Octr. 22d. 1778.
 Mr. George Minott & Mrs. Eunice Billings both of Dorchester, Octr. 29th. 1778.
 Mr. John Withington & Mrs. Ann Baker both of Dorchester, Novr. 12th. 1778.
 Mr. Aaron Wilson of Roxbury & Mrs. Judith Baker of Dorchester, Novr. 19th. 1778.
 Mr. Edward Foster & Mrs. Polly Blake both of Dorchester, Novr. 26th. 1778.
 Mr. Thomas Lyon & Mrs. Sarah Pierce both of Dorchester, Decr. 3d. 1778.
 Mr. John-Jones Spooner of Dorchester & Mrs. Nabby Mears of Roxbury, Decr. 7th. 1778.

1779.

BY THE REVD. MR. MOSES EVERETT.

- Mr. Lemuel Withington & Mrs. Ann Baker both of Dorchester, Janr. 27th. 1779.
 Mr. Samuel How Junr. & Mrs. Sarah Oliver both of Dorchester, Febr. 8th. 1779.
 Mr. Thomas Jones Junr. & Mrs. Ann Tilestone both of Dorchester, Febr. 1779.
 Col. Ebenezer Clap & Mrs. Mary Glover both of Dorchester, May 13th. 1779.
 Mr. David Bracket of Needham & Mrs. Susanna Bird of Dorchester May 25th. 1779.
 Mr. Ezra Clap & Mrs. Mary Walker both of Dorchester May 27th. 1779.
 Mr. Benjamin Cox of Cambridge & Mrs. Susanna Leeds of Dorchester Octr. 14th. 1779.
 Mr. Richard Leeds & Mrs. Polly Bird both of Dorchester Novr. 18th. 1779.

1780.

BY THE REVD. MR. MOSES EVERETT.

- Mr. William Cox & Mrs. Susanna Leeds Junr. both of Dorchester Janr. 27th. 1780.
 Mr. Samuel Blackman Junr. of Dorchester & Mrs. Elizabeth Oldman of Roxbury Febr. 28th. 1780.
 Mr. Ebenezer Withington Tertius and Mrs. Mary Preston both of Dorchester Febr. 29th. 1780.
 Mr. George Davenport & Mrs. Esther Clap both of Dorchester May 24th. 1780.
 Mr. Lemuel Blackman & Mrs. Elizabeth Merow both of Dorchester May 28th. 1780.
 Mr. Ebenezer Baker & Mrs. Susanna Glover both of Dorchester June 1st. 1780.
 Mr. Enoch Fenno & Mrs. Mary Holden both of Dorchester August 21st. 1780.
 Mr. Benjamin Lyon & Mrs. Elizabeth Glover both of Dorchester Novr. 1780.
 Mr. John Foster & Mrs. Sarah Capen both of Dorchester Novr. 1780.
 Edward Cleavland a Negro & Mary Hill a Mulatto — both of Dorchester Decr. 6th. 1780.
 Mr. William Pierce & Mrs. Margaret Baker both of Dorchester Decr. 7th. 1780.

1781.

BY THE REVD. MR. MOSES EVERETT.

- Mr. John Pratt & Mrs. Lydia Davenport both of Dorchester Febr. 22d. 1781.
- Mr. John Mellish & Mrs. Hannah Holden Junr. both of Dorchester April 5th. 1781.
- Mr. James Kilton & Mrs. Mary Andrews both of Dorchester April 19th. 1781.
- Mr. Daniel Farn & Mrs. Elizabeth Blake both of Dorchester May 22d. 1781.
- Mr. Solomon Morton & Mrs. Elizabeth Noyes both of Dorchester June 4th. 1781.
- Ishmael Thomas & Flora Boardman both of Dorchester Negro Persons June 21st. 1781.
- Mr. John How Junr. & Mrs. Relief Nash both of Dorchester July 12th. 1781.
- Mr. Ebenezer Maxfield & Mrs. Sarah Langley both of Dorchester Sepr. 13th. 1781.
- Mr. Reuben Torey & Mrs. Abigail Swift both of Dorchester Sepr. 13th. 1781.
- Mr. Elisha Davenport & Mrs. Lydia Holden both of Dorchester Decr. 1st. 1781.
- Mr. Job Howard of Bridgwater and Mrs. Hannah Capen of Dorchester Decr. 13th. 1781.
- Mr. Lemuel Crane & Mrs. Martha Minott both of Dorchester Decr. 17th. 1781.
- Mr. Rufus Davis of Dorchester & Mrs. Rebecca Thompson of Brookline Decr. 27th. 1781.

1782.

- Mr. Edward-Stow Leeds & Mrs. Nancy Clap both of Dorchester were Married Decr. 12th. 1782 per Ebenezer Clap Esqr. Justice of the Peace.

MARRIAGES BY THE REVD. MR. MOSES EVERETT.

- Deacon Edward Pierce & Mrs. Relief Foster both of Dorchester March 28th. 1782.
- Mr. Joseph Crane Junr. of Braintree & Mrs. Ruth Wales of Dorchester Sepr. 8th. 1782.
- Mr. John Hawes & Mrs. Sarah Clap both of Dorchester Octr. 17th. 1782.
- Mr. Nathaniel Blake & Mrs. Ann Robinson both of Dorchester Octr. 21st. 1782.
- Mr. Samuel Davenport & Mrs. Elizabeth Wiswell both of Dorchester Octr. 31st. 1782.
- Mr. Nathaniel Clap & Mrs. Hannah Wheeler both of Dorchester Novr. 14th. 1782.
- Mr. Samuel Harrington & Mrs. Silence Robinson both of Dorchester Novr. 19th. 1782.
- Mr. Joseph Withington Junr. and Mrs. Dorcas Black both of Dorchester Novr. 27th. 1782.
- Mr. Thomas Perry of Dedham & Mrs. Mary Wiswell of Dorchester Decr. 3d. 1782.
- Mr. James Lewis & Mrs. Hannah Pierce both of Dorchester Decr. 5th. 1782.
- Mr. William Williams of Roxbury & Mrs. Sarah Crosby of Dorchester Decr. 25th. 1782.

1783.

Mr. Edward Bird & Mrs. Abigail Leeds both of Dorchester, were Married January 9th. 1783, per Ebenezer Clap Esqr. Justice of the Peace.

BY THE REVD. MR. MOSES EVERETT.

Mr. Nathaniel Vose Junr. to Miss Eunice Miller, both of this Town, January the 20th. 1783.

Mr. William King to Miss Rebecca Spurr, both of this Town, February the 5th. 1783.

Capt. James Robinson to Miss Susanna Bird, both of this Town, February the 6th. 1783.

Mr. Hezekiah Reed Miller Junr. to Miss Jane Reed, both of Dorchester, April the 26th. 1783.

Mr. Phinehas Withington to Miss Hannah Leeds, both of Dorchester, April the 29th. 1783.

Mr. John Kilton to Miss Pierce Niles, both of Dorchester, July the 17th. 1783.

Mr. Samuel Belcher Lyon to Miss Mary Vose both of this Town, July the 20th. 1783.

Mr. Samuel Baker to Miss Sarah Clark, both of Dorchester, August the 26th. 1783.

Mr. Samuel Coeks Junr. to Miss Mary Thayer both of Dorchester, October the 3d. 1783.

Mr. Samuel Babcock of Cambridge, to Miss Elisabeth Swift of Dorchester, October the 20th. 1783.

Mr. Jonathan Wiswell, to Miss Sarah Blackman, both of Dorchester, October the 30th. 1783.

Mr. Thomas Moseley Junr. to Miss Sarah Withington, both of Dorchester, December the 5th. 1783.

1784.

Mr. Jacob Lufkin of Braintree & Mrs. Dorcas Withington of Dorchester, were Married July 6th. 1784, by Ebenezer Clap Esqr. Justice of the Peace.

BY THE REVD. MR. MOSES EVERETT.

Mr. Francis De Luce to Miss Mary Bradley, both of Dorchester, July the 4th. 1784.

Mr. James Davenport to Miss Esther Mellish, both of Dorchester, July the 9th. 1784.

Mr. John Lemist to Miss Hannah King, both of Dorchester, November the 5th. 1784.

1785.

BY THE REVD. MR. MOSES EVERETT.

Mr. Josiah Littlefield to Miss Eunice Hunt, both of Dorchester, January the 6th. 1785.

Mr. Thomas Williams to Miss Elisabeth Tolman, both of Dorchester, Jany 11th. 1785.

Mr. William White to Miss Sarah Rumrill both of Dorchester, January the 13th. 1785.

Mr. Parson Eaton to Miss Mary Robinson 2d. both of Dorchester, January the 13th. 1785.

Mr. Thomas Bird junr. of Dorchester, to Miss Mary Durant of Boston, July the 28th, 1785.

Mr. Jesse Ellis to Miss Mary Hall, both of Dorchester, February the 12th. 1785.

Mr. James Harden to Miss Abigail Ellis, both of this Town, August the 5th. 1785.

Capt. Elisha Tyler to Miss Martha Butts both of Dorchester, October the 16th. 1785.

Mr. Samuel Noyes of Boston to Miss Nancy Miller of Dorchester, November the 6th. 1785.

Mr. Daniel Withington to Miss Anna Wheeler, both of Dorchester, November. 10th. 1785.

Mr. Daniel Wiswell to Miss Mary How both of Dorchester, December the 1785.

1786.

Mr. William Richards & Miss Sarah Tileston both of Dorchester, were married June 29th. 1786 — By Samuel Coolidge, Jus: Pacis —

BY THE REVD. MR. MOSES EVERETT.

Mr. Samuel Crehore & Miss Susanna Badlam both of Dorchester, Janr. 20th. 1786.

Mr. John Humphrey of Brattleborough (Vermont) & Mrs. Mary Robinson of Dorchester Febr. 21st. 1786.

Mr. Abraham Gould & Miss Susanna Foster both of Dorchester, Febr. 23d. 1786.

Mr. Joseph-Weeks Withington and Miss Elizabeth White both of Dorchester, May 11th. 1786.

Mr. John Preston & Miss Hannah Tolman tertia both of Dorchester, June 8th. 17786.

Mr. Lemuel Tilestone of Dorchester & Miss Eliz. Brown of Boston Decr. 25th. 1786.

1787.

MARRIAGES BY THE REVD. MR. MOSES EVERETT.

Mr. Jonathan Rawson of Braintree & Mrs. Mary Houghton of Dorchester Febr. 25th. 1787.

Mr. Thomas White & Miss Patience Leeds both of Dorchester, March 29th. 1787.

Mr. Thomas Chubb of Charlestown & Miss Prudy Bird of Dorchester July 24th. 1787.

Mr. David Pratt & Miss Elizabeth Topliff both of Dorchester Novr. 29th. 1787.

Mr. Edward Robinson and Miss Rachel Bird both of Dorchester Decr 11th. 1787.

Mr. William Foster, and Miss Hannah Maxfield, both of Dorchester, were married January the 25th. 1787.

By Samuel Coolidge Jus: Pacis.

Mr. Stephen Davis and Miss Martha Tileston both of Roxbury were married July the 1st. 1787.

By Samuel Coolidge Jus: Pacis.

Mr. John Dolbeare, and Miss Zibiah Royal Robinson, both of Dorchester were married Decemr. the 24th. 1787.

By Samuel Coolidge Jus: Pacis.

1788.

BY THE REVD. MR. MOSES EVERETT.

Mr. Samuel Holden Junr. & Miss Ruth Daniels both of Dorchester, April 3d. 1788.

Mr. George Raden & Miss Mary Hall both of Dorchester, april 10th. 1788.

Mr. Thomas Leeds Junr. & Miss Mary Blake Junr. both of Dorchester, April 17th. 1788.

Mr. Francis De Luce & Miss Judith Withington both of Dorchester, July 6th. 1788.

Mr. John Williams & Miss Sarah Wheeler both of Dorchester, August 7th. 1788.

- Mr. Edward Glover Junr. & Miss Hannah How both of Dorchester, August 14th. 1788.
- Mr. George Manning & Miss Ann Wiswell both of Dorchester, Octr. 9th. 1788.
- Mr. John How of Brookline & Miss Martha Bird of Dorchester, Octr. 23d. 1788.
- Mr. Ebenezer Vose & Miss Mary Williams both of Dorchester, Novr. 9th. 1788.
- Mr. Isaac Fenno & Miss Mary Trescott both of Dorchester, Novr. 18th. 1788.
- Mr. Arthur Fessenden of Boston & Miss Sarah Hall of Dorchester Novr. 20th. 1788.
- Mr. William Vose & Miss Katy Pope both of Dorchester Novr. 27th. 1788.
- Mr. Peter Hobart of Braintree, & Miss Jerusha Marion of this Town, were married, January the 13th. 1788.
By Samuel Coolidge Jus: Pacis.
- Mr. Benjamin Wentworth, and Miss Molly Mellish, both of Dorchester, were married, April the 10th. 1788.
By Samuel Coolidge Jus: Pacis.
- Mr. James Field and Miss Hannah Tower, both of Dorchester, were married October the 26th. 1788.
By Samuel Coolidge Jus: Pacis.
- Mr. James Pratt and Miss Patience Field, both of Dorchester, were married Octr. the 29th. 1788.
By Samuel Coolidge Jus: Pacis.
- Joseph Cotton of Dedham and Susanna Foye of Bridgewater, were married Decr. 25th. 1788.
By Samuel Coolidge Jus: Pacis.

1789.

MARRIAGES BY THE REVD. MR. MOSES EVERETT.

- Mr. Ebenr. Kilton Junr. & Miss Abigail Bird Junr. both of Dorchester January 27th. 1789.
- Mr. George Simmons & Miss Mary Wales both of Dorchester March 10th. 1789.
- Mr. Gregory Clarke of Boston and Miss Lucy Vose of Dorchester April 16th. 1789.
- Mr. John Clap Junr. & Miss Elizabeth Wilson both of Dorchester July 30th. 1789.
- Mr. Elijah Nye of Milton & Miss Lydia Capen of Dorchester August 24th. 1789.
- Mr. Thomas How Junr. of Dedham and Miss Hannah Withington of Dorchester August 30th. 1789.
- Mr. John Clap & Miss Mary Vaughn both of Dorchester Sepr. 15th. 1789.
- Mr. Edward Kilton & Miss Hannah Bird both of Dorchester Octr. 29th. 1789.
- Mr. Zachariah Thayer of Boston & Miss Abigail Wiswell of Dorchester Novr. 24th. 1789.
- Decr. Amos Holbrook of Milton and Miss Jerusha Robinson Junr. of Dorchester Decr. 3d. 1789.
- Mr. Lemuel Collier & Miss Eliz. Clap Tertia both of Dorchester Decr. 6th. 1789.
- Mr. Robert White & Miss Elizabeth Williams Junr. both of Dorchester Decr. 10th. 1789.
- Mr. George How & Miss Mary-Ann Holden both of Dorchester Decr. 24th. 1789.

1790.

BY THE REVD. MR. MOSES EVERETT.

- Mr. Elisha Turner & Miss Lydia Holden both of Dorchester Janr. 31st. 1790.
Mr. John Baker & Mrs. Jane Wheeler both of Dorchester Febr. 2d. 1790.
Mr. Samuel Champney & Miss Frances Leeds both of Dorchester Febr. 25th. 1790.
Mr. Samuel Belcher Junr. & Miss Hannah Hill both of Dorchester March 28th. 1790.
Mr. Samuel Leeds tertius & Miss Mary Faxon both of Dorchester July 8th. 1790.
Mr. John-Sepherd Crehore & Miss Hannah Lyon both of Dorchester Sepr. 9th. 1790.
Mr. Ebenr. Lewis & Miss Martha Davis both of Dorchester Octr. 6th. 1790.
Mr. Abiel White of Weymouth & Miss Betsey Badcock of Dorchester Novr. 4th. 1790.
Mr. Samuel Withington & Miss Lucy Tileston both of Dorchester Decr. 9th. 1790.

1791.

BY THE REVD. MR. MOSES EVERETT.

- Mr. Moses Marshall & Miss Mary Mann both of Dorchester Febr. 3d. 1791.
Mr. John Harrison & Miss Patience Bird both of Dorchester. April 4th. 1791.
Mr. Robert Calder of Charlestown & Miss Anna Davis of Dorchester April 7th. 1791.
Mr. Samuel Payson Junr. & Miss Sarah Trescott both of Dorchester April 7th. 1791.
Mr. Abraham Pierce & Miss Lois Davenport both of Dorchester May 2d. 1791.
Mr. John Hall & Miss Deborah Allen both of Dorchester May 6th. 1791.
Mr. Robert Cocks & Miss Lois Merrifield both of Dorchester June 30th. 1791.
Mr. Edward Holden & Miss Ann Payson Junr. both of Dorchester July 31st. 1791.
Mr. Edmund Baker & Miss Sarah How both of Dorchester Sepr. 29th. 1791.
Mr. Reuben Blake & Miss Elizabeth Pierce Junr. both of Dorchester Octr. 13th. 1791.
Mr. Euclid Tilestone & Miss Hannah Badlam both of Dorchester Octr. 16th. 1791.
Mr. Ephraim Davenport & Miss Zeruiah Holden both of Dorchester Novr. 1st. 1791.
Mr. John Robinson & Miss Lucy Withington both of Dorchester Novr. 10th. 1791.
Mr. Jacob Beale & Miss Hannah Bird both of Dorchester Novr. 24th. 1791.
Mr. Nathaniel Clap Junr. & Miss Hannah Glover both of Dorchester Novr. 24th. 1791.

1792.

BY THE REVD. MR. MOSES EVERETT.

- Mr. Solomon Hall & Miss Rachel Holmes both of Dorchester January 9th. 1792.

Mr. John Calder of Charlestown & Miss Lydia Davis of Dorchester
Febr. 14th. 1792.

Mr. John Pierce & Mrs. Mary Ann Holden both of Dorchester Febr.
21st. 1792.

Mr. Patrick Gilman & Miss Nancy Morse of Dorchester May 27th. 1792.

Mr. John White Junr. & Miss Sarah Munroe of Dorchester July 15th.
1792.

Mr. Edward-Willard Baxter & Miss Esther Vose of Dorchester July
26th. 1792.

Mr. Shubael Mansfield & Miss Patience Badlam of Dorchester August
13th. 1792.

Mr. Oliver Willis & Miss Ann Wales of Dorchester Novr. 1st. 1792.

Mr. James Baker the 3d. & Miss Martha Bird of Dorchester December
9th. 1792.

Mr. John Tolman Junr. & Miss Ann Capen of Dorchester Decr. 12th.
1792.

Mr. James Spur & Mrs. Susanna Cox of Dorchester were Joined in
Marriage September 9th. 1792. by Stephen Badlam Esqr.

1793.

BY THE REVD. MR. MOSES EVERETT.

Mr. Noah Bates of Boston & Miss Abigail Leeds Junr. of Dorchester
January 13th. 1793.

Mr. Jonas Tolman & Miss Lucy Preston of Dorchester Janr. 13th. 1793.

Mr. Bela Hearsy & Miss Mary Glover of Dorchester Janr. 13th. 1793.

BY THE REVD. THADDEUS-MASON HARRIS.

Mr. Amasa Fuller & Miss Mehetabel Hearsey both of Dorchester Decr.
11. 1793.

Mr. Samuel Moseley of Norwich in Conneticut & Miss Priscilla Baker
of Dorchester Decr. 29th. 1793.

Mr. Isaac Davenport & Mrs. Rebecca King both of Dorchester. were
joined in Marriage July 29th. 1793. by Stephen Badlam Esqr.

1794.

BY THE REVD. THADDEUS-MASON HARRIS.

Mr. Henry Withington & Miss Patty Pratt both of Dorchester March
30th. 1794.

Mr. Azariah Clap of Northampton & Miss Esther Tilestone of Dorches-
ter April 10th. 1794.

Mr. Samuel Tolman Junr. & Abigail Pratt both of Dorchester July 1st.
1794.

Mr. Alexander Glover the 3d. & Miss Jemima Tolman both of Dorches-
ter July 21st. 1794.

Mr. John Balch & Miss Phebe Harmon July 21st. 1794.

Mr. Paul Lambert of Boston & Miss Patience How of Dorchester
August 7th. 1794.

Mr. Chandler Russell & Miss Mary Munro both of Dorchester August
12th. 1794.

Mr. John Mears & Miss Sarah Robinson both of Dorchester Sepr. 7th.
1794.

Mr. Enos Withington of Brookline & Miss Patience Leeds of Dorchester
October 12th. 1794.

Mr. William Tolman & Miss Elizabeth Tolman both of Dorchester Octr.
14th. 1794.

Mr. Samuel Richards & Miss Polly Wentworth both of Dorchester Novr.
12th. 1794.

Mr. Benjamin-Dolbeare Tolman & Miss Ruth Holden both of Dorches-
ter Novr. 13th. 1794.

Mr. William Mann & Mrs. Sarah Foster both of Dorchester Novr. 13th. 1794.
 Mr. John Clap of Roxbury & Miss Susanna Robinson of Dorchester Novr. 20th. 1794.
 Mr. Jonathan-Chase Freeze & Miss Lois Withington both of Dorchester Novr. 20th. 1794.
 Mr. Samuel Rogers of London & Miss Elizabeth Munro of Dorchester Decr. 9th. 1794.
 Mr. David Clap & Miss Susanna Humphrey both of Dorchester Decr. 9th. 1794.
 Mr. John Coxel & Miss Jemima Clap both of Dorchester Decr. 9th. 1794.
 Mr. Joseph Pierce of Watertown & Miss Abigail Minott Decr. 18th. 1794.

1795.

BY THE REVD. THADDEUS-MASON HARRIS.

Mr. Henry Cox of Newtown and Miss Sarah-Davenport Bussey of Dorchester Janr. 12th. 1795.
 Mr. James Gleason & Miss Drusilla Wight both of Dorchester Janr. 20th. 1795.
 Mr. Alexander Lear of Roxbury & Miss Abigail Kilton of Dorchester Janr. 22d. 1795.
 Mr. Oliver Bird & Miss Abigail Clap Junr. both of Dorchester Febr. 5th. 1795.
 Mr. John-Rous Hutchins and Miss Nabby Goold both of that part of Dorchester called Squantom, annexed to Quincy, Febr. 23d. 1795.
 Mr. Ralph Payson of Dorchester & Miss Sarah Horton of Milton May 7th. 1795.
 Mr. John Crane Junr. of Passamaquoddy & Miss Mary Wheeler of Dorchester May 14th. 1795.
 Mr. John Dickerman Junr. of Stoughton & Miss Ruth Tolman of Dorchester June 10th. 1795.
 Mr. Mather Withington & Miss Sarah-Prince Gill both of Dorchester Sepr. 4th. 1795.
 Mr. James Tolman & Miss Polly Hall both of Dorchester Mr. Lewis Withington of Roxbury & Miss Sarah-Breck Robinson of Dorchester. Mr. Ebenezer Clap Junr. & Miss Abigail-Glover Clap both of Dorchester Novr. 12th. 1795.
 Mr. George Fessenden of Watertown & Miss Elizabeth Sumner of Dorchester Novr. 19th. 1795.
 Mr. Benjamin Bird & Miss Lilly Munro both of Dorchester Novr. 22d. 1795.
 Mr. Thomas-Trott Robinson of Dorchester & Miss Polly Holbrook of Milton Novr. 26th. 1795.
 Mr. William Munro & Miss Esther Wiswall both of Dorchester Decr. 3d. 1795.
 Mr. Thomas Briggs of Milton & Miss Susanna Blake of Dorchester Decr. 6th. 1795.
 Mr. John Hall of Boston & Miss Elizabeth Blake of Dorchester Decr. 31st. 1795.
 Also Decr. 6th. in the year 1795 John Young of Milton to Ann Rawson of sd. Milton of which Return was made to the Clerk of the Town of Milton, but ought have been made to the Clerk of Dorchester. Given under my Hand April 29th. 1797. Stephen Badlam Justice of Peace.

1796.

BY THE REVD. THADDEUS-MASON HARRIS.

Mr. Caleb Thayer of Sterling (Connecticut) & Miss Rebecca Tilestone of Dorchester Janr. 3d. 1796.

- Mr. James Clap & Miss Elizabeth Gleason both of Dorchester Janr. 17th. 1796.
- Mr. Ebenezer Pierce of Warwick & Miss Mary Bird the 3d. of Dorchester, & Mr James McIntosh of Stoughton & Miss Polly Blackman of Dorchester Janr. 21st. 1796.
- Mr. Nathaniel Tolman & Miss Lydia Pratt both of Dorchester Janr. 28th. 1796.
- Mr. John Davenport of Dorchester & Miss Lucy Lewis of Stoughton Febr. 10th. 1796.
- Mr. William Barry & Miss Elizabeth Gardiner both of Milton Febr. 15th. 1796. at Milton.
- Mr. Joseph Pope of Stoughton & Miss Betsey Tower of Milton March 1st. 1796. at Milton.
- Mr. Joseph Clap Junr. & Miss Betsey Tileston both of Dorchester. Mr. Thaddeus Studson of Pembroke & Miss Polly Spur of Dorchester & Mr. Daniel Davenport & Miss Sally Spur both of Dorchester March 24th. 1796.
- Mr. Phiney Randall of Dorchester & Miss Susey Clap of Mansfield April 6th. 1796.
- Mr. Samuel Glover Junr. to Miss Patty Holden both of Dorchester June 1st. 1796.
- Mr. Joseph Marshall to Miss Esther Wilson both of Dorchester June 15th. 1796.
- Mr. James Pierce of Roxbury to Miss Lydia Clap of Dorchester and Richard Dodge & Venus Bradee (Negroes) both of Dorchester June 20th. 1796.
- Revd. Abiel Abbot of Haverhill to Miss Eunice Wales of Dorchester July 19th. 1796.
- Mr. Edward Haynes to Miss Nancy Leeds both of Dorchester July 31st. 1796.
- Mr. Eliot-Gerrish Vaughan to Miss Abigail Cole both of Dorchester August 1st. 1796.
- Mr. Samuel Gibson to Mrs. Elizabeth Pratt both of Dorchester August 7th. 1796.
- Mr. William Bird to Miss Betsee How both of Dorchester Sepr. 29th. 1796.
- Mr. Jeremiah Rea to Mrs. Mary Wharton both of Dorchester Decr. 8th. 1796.
- Mr. John Farrington to Miss Hannah Wiswell both of Dorchester Decr. 26th. 1796.

BY STEPHEN BADLAM ESQR.

- Joseph Stimpson of Milton to Abigail Henschaw of sd Milton on the 15th. Day of May 1796.
- Samuel How of Dorchester to Elizabeth Shepard of Milton July 2d. 1796.
- Ziba Boiden of Pasmaquody to Elizabeth Shepard of Milton Octr. 2d. 1796.
- Ceasar Thatcher of Dorchester to Anna Drew of Milton Octr. 13th. 1796.
- (the last being Persons of Colour.)

1797.

BY THE REV. THADDEUS-MASON HARRIS.

- Mr. John Moies to Miss Anna Robinson, both of Dorchester Janr. 22d. 1797.
- Mr. Samuel Topliff to Miss Anna Baker both of Dorchester Febr. 6th. 1797.

Mr. Joseph Wild to Miss Hannah Minott, both of Dorchester March 7th. 1797.

Lemuel Tolman to Miss Mary Tolman both of Dorehester on the 11th. of May 1797.

Oliver Jordan to Miss Anna Tolman both of Dorchester May 15th. 1797.

Samuel Sims to Miss Susanna Pownal both of Dorehester July. 2d. 1797.

John Leeds Junr. to Miss Doreas Symonds, both of Dorehester July 30th. 1797.

Ebenezer Clap 3d. to Miss Eunice Pierce, both of Dorchester Octr. 18th. 1797.

Lemuel-Baker Davis of Roxbury to Miss Relief-Holland Tilestone of Dorchester Novr. 14th. 1797.

James-Blake How to Miss Sally-Adams Badlam, both of Dorehester Novr. 22d. 1797.

Gardner Mathews of Roxbury to Miss Luey Hitehins of Dorchester Novr. 28th. 1797.

Elijah Corey of Brookline to Miss Polly Leeds of Dorehester Novr. 30th. 1797.

Dorchester April 23d. 1798.

This Certifies that on the first Day of Octr. in the year of Our Lord 1797 I married William Searle of Dorchester to Lucy Munroe of the same Town. Stephen Badlam Justice of Peace.

1798.

BY THE REVD. THADDEUS MASON HARRIS.

Dennis Ryan to Miss Ann Leeds both of Dorehester Janr. 24th. 1798.

Lemuel Spur Junr. of Dorchester to Miss Nancy Wilson of Malden Febr. 26th. 1798.

John Sables of Dorchester to Miss Esther Sumner of Roxbury March 1st. 1798.

Nathaniel Topliff to Miss Sarah Leeds, both of Dorchester April 2d. 1798.

Daniel Talbot to Mrs. Hannah Bird both of Dorchester April 5th. 1798.

Mr. Joshua-Glover to Miss Susannah Holden both of Dorchester. April the 30th. 1798.

Mr. Silas Bullard of Sharon, to Miss Betsey Allen of Dorchester. — May the 24th. 1798.

Mr. Jonathan Stratton of Dover to Miss Lydia Tolman of Dorehester July the 29th. 1798.

Mr. Amos Hearsey to Miss Ruth Cole, both of Dorchester. July the 31st. 1798.

Mr. Daniel Osborn Bodge of Milton to Miss Sally Blake of Dorchester Augt. 12th. 1798.

Mr. Jonathan Bird Junr. to Miss Jane Kilton both of Dorehester. Sept 6th. 1798.

Mr. Jesse Hawes to Miss Anna Pierce both of Dorchester, Sepr. 23d. 1798.

Mr. Ebenezer Tolman Junr. to Miss Sally Cox both of Dorchester, October 2d. 1798.

Mr. Phinehas Spear to Miss Susannah Clark, both of Dorehester, Novr. 29th. 1798.

1799.

BY THE REVD. THADDEUS MASON HARRIS.

Mr. John Pope to Miss Sarah Davis both of Dorehester Feby. 14th. 1799.

Mr. Zerubbabel Hearsey to Miss Betsey Glover, both of Dorchester March 12th. 1799.

- Mr. Phinehas Hall to Miss Mary Stockman both of Dorchester March 7th. 1799.
- Mr. Samuel Payson Junr. to Miss Lydia Trescott both of Dorchester April 11th. 1799.
- Mr. John Beedle to Susannah Wilson both of Dorchester April the 11th. 1799.
- Mr. James Christie of Norfolk in Virginia to Miss Esther Moseley of Dorchester Massts., April 14th. 1799.
- Mr. Benjamin White of Boston to Miss Lois Holden of Dorchester May 5th. 1799.
- Mr. Joshua Vose of Boston to Miss Betsey Lovel of Dorchester May 19th. 1799.
- Mr. Daniel Newhall of Lynn to Miss Patience Swift of Dorchester, or Milton, Sept. 18th. 1799.
- Mr. Edward Whitaker of Fort Independance to Miss Sally Robbins of Gloucester Sept. 20th. 1799.
- Mr. Thomas Lyon to Miss Sarah Clap Junr. both of Dorchester Sept. 22d. 1799.
- Mr. Jonathan Hall to Miss Ruth Williams both of Dorchester November 13th. 1799.
- Mr. Samuel Ward of Roxbury to Miss Joanna Bird of Dorchester Novr. 20th. 1799.
- Mr. Benjamin Greenleaf to Miss Abigail Greenleaf-Rhoads both of Dorchester Nov. 20— 1799.
- Mr. Partrick Garven to Miss Betsey Bird Merrifield, both of Dorchester Decr. 5th. 1799.
- Mr. Stephen Holden to Miss Susannah Lewis Tolman both of Dorchester Decr. 26th. 1799.

1800.

BY THE REVD. THADDEUS MASON HARRIS.

- Mr. Joseph How to Miss Mehitabel Vose both of Dorchester February 20th. 1800.
- Mr. Benjamin Talbutt to Miss Susannah Soper Tucker both of Dorchester Feby. 21st. 1800.
- Mr. Samuel Hawes to Miss Hannah Stratton both of Dorchester March 13th. 1800.
- Mr. John Taylor of Boston to Miss Elizabeth Bird of Dorchester March 23d. 1800.
- Mr. Richard Hall Junr. to Miss Susannah Cox both of Dorchester May 22d: 1800.
- Mr. Samuel Clap 3d. to Miss Sarah Tolman 3d. both of Dorchester — 1800.
- Mr. Samuel Holbrook of Milton to Miss Sarah Mears of Dorchester June 8th. 1800.
- Mr. Lemuel Spur to Miss Lois Bullard both of Dorchester June 27th. 1800.
- Mr. Jonathan Stratton of Dorchester to Miss Waitstill Tolman of Roxbury July 21st. 1800.
- Mr. David Spear of Boston to Miss Mary Robinson of Dorchester September 27th. 1800.
- Mr. Joseph Arnold to Miss Betsey Holden both of Dorchester.— October 6th. 1800.
- Mr. Nathaniel Clap of Boston to Miss Polly Williams of Dorchester. October 8th. 1800.
- Mr. Thomas Munrow Junr. to Miss Polly Vose both of Dorchester October 12th 1800.
- Mr. Oliver Hide, to Miss Hannah Whitten ?Whitteor of Roxbury October 14th. 1800.

Mr. Jonathan Steward of Nottingham West, State of New Hampshire,
to Miss Abigail How of Dorchester. November. 23d. 1800.
Mr. Joseph Lemon Lewis, to Miss Nabby Glover, both of Dorchester
Decr. 10th. 1800.
Mr. Henry Learnard of Boston to Miss Phebe Letherbe of Dorchester
Decr. 28th. 1800.

DEATHS.

1745.

Joseph Hall Died June 18th. 1745.
Thomas Tilestone Esqr. Died October 21st. 1745. Aged 70 years & two
Days.
Mary y^e Daughter of John White and Hannah his Wife Died Decr.
14th. 1745.
Thomas y^e Son of Samuel Blake and Patience his Wife Died Decr. 15th.
1745.
Thomas Baker Died Decr. 28th. 1745, In y^e 29th. Year of his Age.
Robert Searl Junr. Died April 16th. 1745.
Joab y^e Son of James Swift and Silence his Wife Died May 16th. 1745.
Mary Leadbetter wife of Israel Leadbetter, Died Janr. 28th. 1745.
Experience White Died Decr. 28th. 1745.
Joseph Weeks Died Janr. 8th. 1745, in y^e 79th. year of his Age.
John Bird died Aug. 5th. 1745.
Aaron Bird & Mary his Wife both died Janr. 1st. 1745.
George y^e Son of Oliver Wiswell Junr. Died Janr. 12th. 1745.
Silence y^e Daughter of Benjamin & Silence Tilson Died Janr. 4th. 1745.

1746.

Sarah Clap, Widow of Deacon Jonathan Clap, Died September 7th.
in the 68th year of her Age, 1746.
Zibiah y^e Daughter of James & Thankfull Kenny Died March 10th.
1746. In y^e 7th. year of her Age.
Ruth y^e Wife of Henry Bird Died February 28th. 1746.
Bebe Preston, y^e Wife of Mr. Remember Preston Died Decr. 25th. 1746.
Mr. John Baker Died Octr. 9th. 1746, in y^e 75th. Year of his Age.
Mary Frisel Died Octr. 19th. 1746.
Capt. Oliver Wiswell Died March 14th. 1746, Entred in y^e 82d Year of
his age.
Sarah y^e Widow of Philip Withington Died Apr. 18th. 1746.
Dorcas y^e Widow of Samuel Robinson Died Novr. 27th. 1746.
Mary y^e Widow of Ebenezer Withington Died Decr. 31. 1746.
Benjamin Merifield Died Octr. 29th. 1746, in y^e 89th. year of his age.
George the Son of Abraham Smith and Hannah his Wife Died July
15th 1746.

1747.

Hannah y^e Daughter of Hopestill & Sarah Leeds Died Apr. 11th. 1747.
Hannah Moseley the Widow of Mr. Ebenezer Moseley Died Mar. 27th.
1747.
Abigail Pierce the Widow of Mr. John Pierce, Died June 24th. 1747, in
y^e 80th. year of her age.
David Trott Died June 28th. 1747.
Hannah y^e Wife of Mr. Ebenezer Clap, Died August 9th. 1747.
Sarah y^e Daughter of Jonathan & Jane Clap Died Sepr. 8th. 1747.
John y^e Son of John & Ruth Humfrey Died August 27th. 1747.
Mr. John Wales Died Sepr. 5th. 1747. in y^e 60th. Year of his Age.
Thankfull y^e Widow of Jabez Searl Died May 1st. 1747.

Priscilla y^e Wife of John Beighton Died June 23d. 1747, in y^e 41st year of her Age.
 Waitstill y^e Widow of Charles Davenport died Augt. 9th. 1747. in the 89th year of her Age.
 Elizabeth y^e Wife of Abijah White Died Sepr. 8th. 1747. in y^e 30th year of her Age.
 Josiah Blake Died Sepr. 15th. 1747. in y^e 47th. year of his Age.
 Mary Crouch Died Sepr. 23d. 1747.
 Elizabeth Haws Widow of Richard Haws Died Novr. 13th. 1747. in y^e 67th year of her age.
 Mr. Joseph Leeds Died Decr. 27th. 1747, in the 84th. year of his age
 Sarah y^e Wife of John Wiswell Died Decr. 31st. 1747.
 Peter y^e son of John & Elizabeth Pierce Died Decr. 18th. 1747.
 Mr. Obadiah Swift Died Janr. 20th. 1747, in y^e 77th. Year of his Age, near Expired.
 Hannah y^e Wife of Elijah Tolman Died February 14th. 1747.
 Rebecca y^e Daughter of John and Sarah Trescott Died Aug. 4th. 1747.
 Samuel y^e Son of John & Sarah Trescott Died September 17th. 1747.
 Ruth y^e Widow of Mr. John Wales Died Febr. 29th. 1747, in y^e 53d. Year of her Age.
 Ebenezer Withington Died March 9th. 1747, in y^e 61st. year of his age.
 Mary Thornton, Widow of Thomas Thornton, formerly y^e Wife of John Brown Decd., Died Novr. 26th. 1747.
 Sarah y^e Daughter of James and Thankfull Kinney Died April 9th. 1747.
 Mrs. Hannah Homans y^e Wife of Capt. John Homans Died June 15th. 1747.

1748.

Majr. John Billing Died May 3d. 1748 : in y^e 66th. Year of his age.
 Anna the Wife of Humphrey Atherton Died May 6th. 1748 ; in the 35th. Year of her Age.
 Daniel y^e Son of Samuel and Abigail Pierce, Died May 27th. 1748.
 Elizabeth y^e Wife of Capt. Thomas Wiswell Died July 22d. 1748, in y^e 56th. Year of her age.
 Elizabeth y^e Daughter of Benjamin Tilson & Silence his Wife Died Novr. 5th. 1748.
 Abraham a Negro Servant of Capt. John Homans Died Novr. 28th. 1748.
 Elijah y^e Son of Moses & Miriam Billing, Died Janr. 5th. 1748.
 Richard Withington died Mar. 18th. 1748 : in y^e 69th. Year of his Age.
 Lydia y^e Daughter of John & Ruth Maxfield, died March 15. 1748.
 Anna the Daughter of Benjamin & Silence Tilson Died Novr. 19. 1748.
 William the Son of William Woods Died October 2d. 1748.
 Bethiah How the Daughter of James & Jane How Died February 18th. 1748.

1749.

Thomas Moseley died April y^e 12th. 1749. Just entered upon his 83d. Year.
 Content Mason died April y^e 26. 1749. Almost Ninety Years old.
 Hannah Tilstone, y^e Widow of Timothy Tilstone, died May y^e 27. 1749.
 Jane y^e Wife of Jonathan Clap, Died June y^e 18th. 1749.
 Mary Hayman, y^e Widow of Humphrey Hayman, died May y^e 8th. 1749.
 Priscilla y^e Daughter of Isaiah & Rebecca Leeds died July y^e 12. 1749.
 Ruth y^e Daughter of Jonathan & Elizabeth Bradley died Aug. 16. 1749.
 Aletheia y^e Daughter of Francis & Mercy Price died August 18th. 1749.
 Widow Rachel Salter, late of Boston, died October 16. 1749.
 Samuel Billing Died Aug. 20. 1749, he was Son to Majr. John Billing Decd.
 Mary Billing Widow of Majr. John Billing Died Sepr. 14. 1749.

Submit the Daughter of Nathanael & Sarah Clap died January 11th. 1749.

On the 9th of January 1749, was found Dead Henry Payson.

Roger y^e Son of Roger & Susannah Clap died February 24th. 1749.

Priseilla y^e Daughter of John & Priseilla Beighton died Febr. 27. 1749.

Hopestill Capen died Mareh 4th. 1749.

Thomas Evans Died Mar. 16th. 1749.

Hezekiah Merow Died Mareh 16th. 1749.

Abigail Brown y^e Daughter of Ebenezer & Abigail Brown Died Sepr. 7th. 1749.

1750.

Elizabeth How the Daughter of James & Jane How Died August 20th. 1750.

Ebenezer Clap Died May 20th. 1750. in the 72d. Year of his Age.

Mattee a Negro Child of Mr. John Robinsons Died April 18th. 1750.

Nehemiah Stiles the Son of John Stiles Died June 24. 1750.

Esther y^e Daughter of Elisha & Raehel Davenport Died July 1st. 1750.

Daniel y^e Son of Ebenezer and Mary Tolman Died July 21st 1750.

Joseph y^e Son of Joseph & Elizabeth Bird Died Aug. 2d. 1750.

Stephen Jones who lately lived at Stoughton, Died in Dorehester August 29th. 1750.

September 1st. 1750 Died Luce a Negro Girl belonging to Capt. Thomas Wiswell.

Sarah the Daughter of Joseph Bass Junr. & Lydia his Wife Died Sepr. 27th. 1750.

Elisabeth the Daughter of William Woods Died October 7th. 1750.

Mary the Daughter of Edward and Mary Preston Died Decemr. 5. 1750.

Priscilla the Wife of James Baker Died November 26th. 1750.

Mr. James Blake Died Decemr 4th. 1750 in the 63 Year of his Age.

Nathan Bradley found Decemr 13th. 1750, in the Water Dead & yet floating, supposed to have falien out of his Canoe y^e same Day.

Mary the Daughter of Samuel Withington Junr. & Jane his Wife Died Sepr. 27th. 1750.

Hannah Pierce the Daughter of Samuel & Abigail Pierce Died January 2d. 1750.

Joseph Blake Died Janr. 21st. 1750.

William the Son of William & Thankfull Marion Died Decr. 11th. 1750.

Elizabeth y^e Daughter of William & Elizabeth Foster Died Octr. 22d. 1750.

Hannah the Daughter of David & Hannah Avery Died Janr. 22d. 1750.

Isaac the Son of Nathanael & Sarah Clap Died January 29th. 1750.

Abigail the Daughter of Joseph & Abigail Clap Died Decemr 24. 1750.

Ruth the Daughter of John Tolman Junr. & Hannah his Wife Died January 9th. 1750.

Susannah the Daughter of John Tolman Junr., & Hannah his Wife Died January 12th. 1750.

Hannah the Daughter of Joseph & Abigail Clap Died Febr. 15th. 1750.

Thomas Lyon Died Febr. 9th. 1750, in the 86 Year of his Age.

John the Son of Capt. John Homans and Rebeeca his Wife Died Octr. 9th. 1750.

Tamar a Negro Girl belonging to Mr. Riehard Hall Died July 10th. 1750.

Elisha the Son of Abraham and Hannah Smith Died Novr. 21st. 1750.

Hannah the Daughter of Abraham and Hannah Smith Died Novr. 23d. 1750.

Mary Leeds the Widow of Joseph Leeds Died Mareh 9th. 1750. in the 83d. Year of her Age.

Nathaniel Clap Died Mareh 18th. 1750. in y^e 39th. Year of his Age.

John Pope the Son of Elijah Pope & Jemima his Wife Died Sepr. 14th. 1750.

1751.

Mehitabel Blake y^e Widow of Joseph Blake Died April 15th. 1751.

A Negro Woman belonging to Estes Hatch Esqr., named Esther, Died May 1st. 1751.

Joseph Weeks Died May 22d. 1751.

Josiah Pimer the Son of Thomas Pimer, Died June 25th. 1751.

Ruth Baker the Wife of George Baker, Died June 30th. 1751.

Elizabeth Bass the Wife of Capt. Joseph Bass Died June 21st. 1751.

Mary Williams the Wife of Joseph Williams Junr., of Roxbury, Died at the House of Capt. Joseph Bass, her Father, August 19th. 1751.

Priseilla Bradley the Daughter of John Bradley Junr. and Hannah his Wife Died March 28th. 1751.

Thomas Bird the Son of Thomas Bird Junr., & Mary his Wife, Died Sepr. 9th. 1751.

Mrs. Ann Oliver the Wife of Robert Oliver Esqr. Died September 20th. 1751.

Stephen Bradley the Son of Caleb & Anna Bradley Died Octr. 9th. 1751.

Lydia Mackentash the Wife of Moses Mackentash Died Sepr. 24th. 1751.

Sarah Dolbier the Wife of Thomas Dolbier, Died Sepr. 23d. 1751.

Matthias Evans Died Novr. 25th. 1751.

Jerijah Wales Died Novr. 22d. 1751.

Margaret Pattin Died Deer. 7th. 1751.

Mary Tilstone Died Decr. 10th. 1751.

Thankfull Cox the Wife of Ebenezer Cox Died December 8th. 1751.

Mary Pimer the Daughter of Thomas Pimer Died Deer. 11th. 1751.

Samuel Capen Died Novr. 30th. 1751.

Deacon Nathaniel Topliff Died December 15th. 1751. In the 60th. Year of his Age.

Mary Bird the Widow of John Bird Died Decemr. 23d. 1751.

1752.

Mary Bird the Wife of Abiel Bird Died Janr. 2d. 1752 In the 77th. year of her Age.

Samuel Clap Died Janr. 2d 1752 In the 48th. Year of his Age.

Ebenezer Clap Died Janr. 10th. 1752 In the 47 Year of his Age.

Mary Withington y^e Daughter of Samuel Withington Junr. and Jane his Wife Died Janr. 10th. 1752.

Mary Ward the Widow of Joseph Ward Died Janr. 7th. 1752.

Capt. Joseph Bass Died January 9th. 1752.

Ruth Blake the Widow of Deacon James Blake Died January 11th. 1752. In the 90th. Year of her Age.

N. B. Inasmuch as by an Act of the Parliament of Great Britain, the Year is Ordered to begin the first of January, therefore this Year 1752, is Reekoned to Commence the 1st. of January, the N. B. at the beginning of this Book of Records Notwithstanding. And the seven last Deaths Recorded, are to be accounted with others in y^e Year 1752.

Stephen Robinson the Son of John Robinson, & Susannah his Wife Died Janr. 30th. 1752.

Merey an Indian Woman Died at Mr. John Robinsons February 5th. 1752.

Jemima Spur the Wife of Robert Spur Esqr. Died Febr. 11th, 1752. In the 62d Year of her Age.

Jonas Tolman Died March 4th. 1752. In the 43d. Year of his Age.

Esther Withington the Daughter of Ebenezer Withington, & Mary his Wife, Died January 15th. 1752.

Hannah Glover the Daughter of Alexander, & Sarah Glover Died January 20th. 1752.

John Stiles Died March 12th. 1752. In the 83d. Year of his Age.

Nathan Bradley a Young man Died March 27th. 1752.

Lydia Bradley the Widow of Nathan Bradley Died March 28, 1752.

Mary Plympton Widow Died March 28th. 1752.

Jonathan Kilton Died April 9th. 1752.

Rachel Glover the Widow of Nathaniel Glover Died April 10th. 1752.

Sarah Wales the Widow of Jerijah Wales Died January 20th. 1752.

Ruth Everenden the Wife of Benjamin Everenden Died April 20th. 1752.

Lydia Mackinney Died April 25th. 1752.

Ann Bradley the Wife of Josiah Bradley Died April 28. 1752.

Lemuel Meroth y^e Son of Josiah & Thankfull Meroth Died April 14th. 1752.

Ruth Trott of Boston, y^e Widow of Samuel Trott Died in Dorchester January 16. 1752.

Samuel Bird the Son of Henry Bird Junr. & Elizabeth his Wife Died May 6th. 1752.

Roger Billing Died May 1752.

Philip Lero Died May 1752.

Luce a Negro or Molatto Servant Woman of the late Mrs. Rachel Glover's Decd. Died June 28th. 1752.

Robert Searls Died July 13th. 1752, of the small Pox, being the fourth Person y^t had it in the Town, in y^e. Year 1752, & the only Person that Died of it in y^e Town of Dorchester, though such Numbers had it in Boston & some Hundreds died of it there.

Joseph Baker the Son of Preserved and Martha Baker Died June the 8th. 1752.

Charles Clap the Son of Thomas & Elizabeth Clap Died August 14th. 1752.

Mary Smith the Wife of David Smith, Died at Dorchester Sepr. 1st. 1752.

Nathan Bradley the Son of John Bradley Junr. & Hannah his Wife Died October 8th. 1752.

William Bass Died Sepr. 29th. 1752.

Elizabeth Hall the Widow of Jonathan Hall Died October 5th. 1752. In the 77th year of her Age.

Ruth Humfrey the Widow of Mr. Isaac Humfrey, Died Novr. 4th. 1752.

John Evans the Son of John and Anna Evans Died Novr. 1752.

Capt. Thomas Wiswell Died November 24th. 1752. In the 61st. Year of his Age.

Susannah Bass the Daughter of Capt. Joseph Bass Decd, Died December 15th. 1752.

Sarah Brown the Daughter of Joseph Brown Decd. and Rachel his Wife Died June 6 or 7th. 1752.

Rebecca Webb the Wife of John Webb Died December 13th. 1752.

Lemuel Blake the Son of Ebenezer and Relief Blake Died Octr. 22d. 1752.

Moses Billing the Son of Moses and
1752.

Billing Died July 16th.

1753.

Ebenezer Bird Died January 17th. 1753.

Hannah Dier the Wife of Jonathan Dier, Died January 22d. 1753, in y^e 55 Year of her Age.

Ruth Wales the Daughter of Jerijah Wales Decd. & Elizabeth his Wife Died January 30th. 1753.

Avis Bradley the Daughter of Caleb & Anna Bradley Died February 1753.

Ruth Spur the Wife of John Spur Died February 12th. 1753.

Ransford Grenow Died in Dorchester March 1753.
 Solomon Wheeler the Son of Jerahmeel & Deborah Wheeler Died January 31st. 1753.
 Silas Wheeler the Son of Jerahmeel & Deborah Wheeler Died February 4th. 1753.
 Salter Searls Died May 15th. 1753.
 Wait Blake, the Widow of Mr. James Blake, Died May 22d. 1753, In the 69th. Year of her Age.
 Mary Cushing the Daughter of Abigail Mecullah or McCollier Died June or July 1753.
 Henry Jones the Son of Samuel & Mercy Jones Died August 1753.
 Ebenezer Jones Died September 21st. 1753. In the 69th. Year of his Age.
 Relief Beighton the Wife of John Beighton Died Octr. 7th. 1753.
 Esther Champney y^e Daughter of John & Sarah Champney Died Octr. 7th. 1753.
 Ebenezer Cox Died Octr. 7th. 1753. N. B. He fell or pitched out of a Canoe, near y^e Wharff in Dorchester, & was Drowned.
 Mrs. Hannah Minott Died October 12th. 1753. Having Resided in Dorchester some Years.
 Henry Merifield Died October 20th. 1753.
 Josiah Bradley the Son of Josiah & Ann Bradley Died Decr. 5th. 1753.
 Sarah Baker the Daughter of Preserved & Martha Baker Died December 30th. 1753.

1754.

Hephzibah Burt Died April 5th. 1754.
 Silence Evans Died at Boston 1754.
 Samuel Blake Died May 1st. 1754. in the 39th. Year of his Age.
 Sarah Cox the Daughter of Samuel & Sarah Cox Died May 15th. 1754.
 Deborah Johnson Died suddenly May 17th. 1754.
 Hannah Severs the Daughter of Samuel & Hannah Severs Died May 13th. 1754.
 James Bishop the Son of James Bishop Deceased and Sarah formerly his Wife, Died March 28th. 1754.
 John Andrews Junr. Died June 14th. 1754. In y^e 39th. Year of his Age.
 A Negro Woman Named belonging to Estes Hatch Esqr. Died June 1754.
 Ann Langley the Wife of Nathaniel Langley Died Octr. 14th. 1754.
 A negro Child belonging to John Robinson Died Decr. 1754.
 Jonathan Bradley Died January 21st. or 22d. 1754.
 Josiah Bradley Died January 21 or 22d. 1754.
 Josiah Meroth Junr. Died January 21st. or 22d. 1754.
 The three men last mentioned went out a Fishing, & were probably all lost either the 21st. day, or y^e 22d. day, it being very Cold the Night following y^e 21st. day & y^e 22d. day & also windy at y^e same time.
 Joseph Bird the Son of Joseph and Elizabeth Bird Died Decr. 27th. 1754.

1755.

Deborah Searls Died of a Cancer in her Breast Janr. 20th. 1755.
 Edward Kilton Died Febr. 3d. 1755.
 Sarah Blackman the Daughter of Samuel Blackman & Waitstill his Wife Died February 4th. 1755.
 Joseph Capen the Son of Barnard Capen (some Years since Deceased) Died April 15th. 1755. In the 48th. Year of his Age.
 Elizabeth Leeds Died April 16th. 1755. Being advanced in Years.
 A Son of Mary Clap & Died April 15th. or 16 1755.

Sarah Wiswell the Widow of Capt. Oliver Wiswell Died April 29th. 1755. In the 87th. Year of her Age.

Edward White Died May 6th. 1755. In the 43d. Year of his Age.

Remember Preston Died May 18th. 1755. In the 77th. Year of his Age.

Mary Davis the Wife of John Davis Died May 20th. 1755.

Timothy Tilstone Died June 30th. 1755.

Oliver Williams the Son of Joshua & Katharine Williams Died September 21st. 1755.

Joseph Capen the Son of Barnard & Sarah Capen, Died April 15th. 1755. In the 48th. Year of his Age.

Ann Bradley the Daughter of Josiah & Ann Bradley Died October 27th. 1755.

Alice Foster the Wife of Capt. Edward Foster Died Sepr. 28th. 1755. In the 75th Year of her Age.

Mary Tilstone the Daughter of Elisha & Elizabeth Tilstone Died October 30th. 1755.

Rebecca Moseley the Widow of Thomas Moseley Died October 29th. 1755. In the 79th. Year of her Age.

1756.

Stephen Baker the Son of Preserved and Martha Baker Died Janr. 20th. 1756.

A Negro Child belonging to Capt. John Robinson Died March 1756.

Daniel Preston the Son Edward & Mary Preston Died March 15th. 1756.

Henry Bird Died May 5th. 1756.

Timothy Clap the Son of Joseph & Abigail Clap Died May 28th. 1756.

Sarah Humfrey the Daughter of the Revd. Mr. James Humfrey of Perquage & Esther his Wife Died at Dorchester August 28th. 1756.

Samuel Brooks Died August 28th. 1756.

Mary Blake the Daughter of Samuel & Patience Blake Died August 10th. 1756.

Mary Williams the Widow of Ebenezer Williams Died September 14th. 1756.

Sarah Withington the Daughter of Hopestill & Mary Withington Died Sepr. 15th. 1756.

Thomas Williams the Son of Zebadiah & Sarah Williams Died Sepr. 22d. 1756.

Joseph Weeks Died Sepr. 28th. 1756.

Prudence Bird the Daughter of Joseph Bird & Elizabeth Bird his Wife Died Octr. 8th. 1756.

Samuel Severs Died Sepr. 28th. 1756. Being killed instantly by the bursting of one of y^e Cannon, at Castle-William, where he resided.

Robert Royal Died very suddenly Octr. 28th. 1756.

A Negro Man named Thomas living with Mr. James Foster, Died suddenly Novr. 12th. 1756.

Sarah Curtis the Wife of Edward Curtis Died Decr. 6th. 1756.

Jenkins of Boston Widow, Died in Dorchester Decr. 1756.

1757.

Abiel Bird Died Febr. 24th. 1757.

Abigail Whiston the Daughter of Joseph & Susannah Whiston Died March 23d. 1757.

Benjamin Bird Esqr. Died suddenly March 29th. 1757, In the 71st. Year of his Age.

Susannah Blackman the Wife of John Blackman Died March 26th. 1757.

Rachel Pope Died April 1757.
 James Bird May 17th. 1757.
 Jonathan Niles the Son of Jonathan & Sarah Niles Died May 1757.
 A Negro Child belonging to Capt. John Robinson Died May 1757.
 Bernard Capen the Son of Bernard & Hannah Capen Died June 16th. 1757.
 John White Died Sepr. 24th. 1757.
 Ann Baker the Daughter of Thomas & Ann Baker Died Octr. 6th. 1757.
 Jane Davis the Daughter of Elijah & Lydia Davis Died Novr. 20th. 1757.
 Hannah Clap the Widow of Ebenezer Clap Died Novr. 24th. 1757.
 Hannah Vose the Daughter of William & Hannah Vose Died Novr. 18th 1757.
 Patience White the Widow of Edward White Died Decr. 11th. 1757.
 Thomas Pimer Died December 11th. 1757. In the 53d. Year of his Age.
 Judith Baker the Widow of James Baker Died Decr. 21st. 1757.
 Rebecca Billing the Daughter of Oliver & Mehetabel Billing Died Decr. 22d. 1757.
 Jonathan Niles the Son of Jonathan & Sarah Niles Died May 15th. 1757.

1758.

William Trescott the Son of John & Trescott Died January 7th. 1758.
 Litter a Negro Woman belonging to Capt. John Homans Died January 29th. 1758.
 Benjamin Bird the Son of Jonathan Bird Junr. & Ruth his Wife Died April 12th. 1758.
 Hannah Topliff the Widow of Deacon Nathaniel Topliff Died April 26th. 1758. In the 65th. Year of her Age.
 James How the Son of Caleb and Abigail How Died July 6th. 1758.
 Martha Weld the Wife of Benjamin Weld Died July 22d. 1758.
 Martha Champney the Daughter of John & Sarah Champney Died July 22d. 1758.
 John Andrews Died Aug. 17th. 1758.
 Thomas Glover Died June 16th. 1758.
 Ebenezer Boardman the Son of Ebenezer & Florah Boardman Died Sepr. 1758.
 Nathan Taylor y^e Son of Nathan & Submit Taylor Died Octr. 2d. 1758.
 George Preston the Son of Edward & Mary Preston Died Octr. 13th. 1758.
 Stephen Robinson the Son of John Robinson Junr. & Elizabeth his Wife Died Sepr. 27th. 1758.
 Rebecca the Wife of Moses Davis Died October 1758.
 Hannah Avery the Wife of David Avery Died December 18th. 1758.

1759.

Sarah Preston the Wife of Remember Preston Died very suddenly January 24th. 1759.
 Frances Leeds a Child of Josiah & Mary Leeds Died April 10th. 1759.
 Silence Hall the Widow of Joseph Hall Died March 12th. 1759.
 Dick a Negro Man belonging to Mr. Ebenezer Moseley Died Febr. or Mar. 1759.
 Desire Tolman Died March 1759.
 Mary Meldege Widow of Thomas Meldege of Boston Died May 27th. 1759.
 Samuel Baker Died at Springfield June 5th. 1759.
 Mercy Severs the Widow of Joshua Severs Died June 5th. 1759.
 Mary Preston the Wife of Captain Daniel Preston Died June 18th. 1759.
 The Wife of Aumond Tibido a Frenchman Died July 11th. 1759.

Hannah Evans the Widow of Thomas Evans Died 1759, in the 94th. Year of her Age.

Mary Ward the Daughter of John & Mary Ward Died August 8th. 1759.

Mary Clap the Daughter of Abner & Hannah Clap Died August 15th 1759.

Eunice Davenport Died September 26th. 1759. Advanced in Years.

Sarah Pierce the Widow of Thomas Pierce Died Octr. 19th. 1759.

John Tolman Died Octr. 23d. 1759. In the 89th. Year of his Age.

Susannah Wales the Daughter of John & Sarah Wales Died Novr. 1759.

Deacon Hopestill Clap Died December 26th. 1759. In the 81 Year of his Age.

Hannah Moseley y^e Widow of John Moseley Died Decr. 1759.

David Smith Died 1759. Advanced in Years.

Experience Cox the Daughter of Samuel & Sarah Cox Died Novr. 18th. 1759.

1760.

Mary Withington the Wife of Hopestill Withington Died Febr. 28th. 1760.

Robert Merrifield Died March 18th. 1760.

Joseph Trescott Died Febr. 24th. 1760.

Abigail Trescott the Widow of Joseph Trescott Died Mar. 1st. 1760.

Mary Stiles the Widow of John Stiles Died. Febr. 24th. 1760.

Sarah Hall the Wife of Pelatiah Hall Died Febr. 9th. 1760.

Jemima Pope the Wife of Elijah Pope Died March 24th. 1760.

Rachel Pope the Widow of Ralph Pope Died April 8th. 1760. In advanced Years.

Mary Trott Died February 25th. 1760.

James Kilton the Son of James & Martha Kilton Died March 1760.

Thankfull Lyon the Wife of Benjamin Lyon Died May 2d. 1760.

Ebenezer Bird the Son of Ebenezer & Jane Bird Died May 3d. 1760.

Hannah Withington the Daughter of Samuel Withington Junr. & Jane his Wife Died Mar. 20th. 1760.

Abigail Clap the Wife of Joseph Clap Died May 19th. 1760.

Nathaniel Leeds the Son of Samuel & Thankfull Leeds Died May 26th. 1760.

Ezekiel Leeds the Son of Ezekiel & Susannah Leeds Died May 26th. 1760.

Mary Andrews the Daughter of Samuel & Mary Andrews Died March 3d. 1760.

John Blackman Died May 30th. 1760. In the 73 Year of his Age.

Benjamin Merrifield Died August 1760.

Isaac How Died Aug. 26th. 1760. In the 83d. Year of his Age.

Joshua Williams Died August 1760.

John Maxfield Died Sepr. 8th. 1760.

Jonathan Price the Son of Francis & Mercy Price Died Sepr. 20th. 1760.

Isaiah Leeds the Son of Isaiah & Rebecca Leeds Died Sepr. 20th. 1760.

Submit How the Widow of Isaac How Died Octr. 2d. 1760. In the 83d. year of her Age.

Priscilla Bird the Widow of Ebenezer Bird Died October 5th. 1760.

Nathaniel Price the Son of Francis & Mercy Price Died Sepr. 26th. 1760.

Margaret Williams the Daughter of Zebadiah & Sarah Williams Died Octr. 10th. 1760.

Francis Price Died Octr. 16th. 1760.

Mary Humfrey the Wife of Samuel Humfrey Died Octr. 21st. 1760.

Hannah Capen the Daughter of Bernard & Hannah Capen Died Octr. 23d. 1760.

Thomas Evans Died December 1760.

1761.

Capt. Edward Foster Died January 20th. 1761. In the 79 Year of his Age.

Elizabeth Blackman Died January 27th. 1761.

Sarah Wheeler the Daughter of Abraham & Sarah Wheeler Died Febr. 3d. 1761.

Ann Payson the Daughter of Samuel & Ann Payson Died January 3d. 1761.

Mary Welch the Wife of Edward Welch Died very suddenly Febr. 14th. 1761.

Elisha Davenport Died February 8th. 1761.

Joseph Blake the Son of Jeremiah Blake & his Wife Died February 11th. 1761.

Prudence Davis the Daughter of John Davis Died January 25th. 1761.

Mary Bird the Wife of Thomas Bird Died April 6th. 1761.

William Robinson Died very suddenly April 1st. 1761.

Elinor Meroth Died April 8th. 1761.

Hannah Tilstone the Daughter of Cornelius & Elizabeth Tilstone Died April 3d. 1761.

Daniel Tolman Died April 30th. 1761. the 82d. Year of his Age.

Abigail Weeks the Widow of Joseph Weeks Died May 23d. 1761. In the 67th year of her Age.

Rebecca Searls the Widow of Robert Searls Died May 1761. In the Year of her Age.

Timothy Foster the Son of Timothy & Abiel Foster Died May 24th. 1761.

Jonathan Clap the Son of Jonathan Clap Junr. & Elizabeth his Wife Died May 30th. 1761.

William Withington the Son of Joseph & Elizabeth Withington Died June 14th. 1761.

Sarah Wales the Daughter of John & Sarah Wales Died April 22d. 1761.

Ezra Bird the Son of Ebenezer & Jane Bird Died June 20th. 1761.

Mercy Trott the Widow of Samuel Trott Died August 14th. 1761. Being very Old.

Jacob Vose the Son of William & Hannah Vose Died August 25th. 1761.

Abigail Severs the Wife of Joshua Severs Died August 29th. 1761.

Joseph Homans the Son of Capt. John Homans & Rebecca his Wife Died Sepr. 23d. 1761.

Rhoda Withington the Daughter of Thomas & Sarah Withington Died Sepr. 1761.

John Evans Died Octr. 6th. 1761.

Stephen Homans the Son of Capt. John Homans & Rebecca his Wife Died Octr. 4th. 1761.

Ann Williams the Daughter of Joshua & Katharine Williams Died Octr. 27th. 1761.

Abigail Williams the Daughter of Joshua & Katharine Williams Died Octr. 29th. 1761.

Abigail Goff the Daughter of John & Esther Goff Died Octr. 20th. 1761.

Samuel the Son of Samuel & Hannah Meroth Died Octr. 27th. 1761.

Samuel Topliff the Son of Samuel & Mary Topliff Died Octr. 23. 1761.

Mary Hall the Wife of Deacon Richard Hall Died Novr. 18th. 1761.

Thankfull Capen the Widow of Hopestill Capen Died Decr. 6th. 1761.

Samuel Birch Died November 1761.

John Robinson the Son of James & Sarah Robinson Died Decr. 4th. 1761.

Susannah Clap the Daughter of Lemuel & Susannah Clap Died Decr. 10th. 1761.

Abigail Blake the Wife of John Blake Died Decr. 17th. 1761.

Remember Preston Died Novr. 27th. 1761. Supposed to be drowned.

Richard Wiswell the Son of Daniel & Sarah Wiswell Died Novr. 10th 1761.

1762.

Thomas Trott Died January 2d. 1762.

Sarah Withington the Widow of Richard Withington Died March 14th. 1762.

Jonathan Davis Died suddenly March 21st. 1762.

Joseph Hall Died March 27th. 1762.

Samuel Bishop Died April 9th. 1762.

John Wiswell Died April 15th. 1762, being Drowned in Neponsit River.

Joseph Wales Died April 28th. 1762.

Capt. Daniel Preston Died May 18th. 1762.

Eli Bird the Son of Ebenezer & Jane Bird Died July 24th. 1762.

Molley Withington the Wife of Ebenezer Withington Junr. Died suddenly August 13th. 1762.

Ezra Armaquid a Molatto Servant belonging to James Robinson Died August 4th. 1762.

Ann White the Daughter of John & Hannah White Died Octr. 1762.

Rachel Pope the Daughter of Elijah & Jemima Pope Died Sepr. 1762.

Amond Tebado the Son of Amond & Eliz. Tebado Died May 21st. 1762. Elinor Storer Blackman the Daughter of John and Abigail Blackman Died Sepr. 8th. 1762.

John Woods the Son of William & Mary Woods Died Sepr. 9th. 1762.

Mary Woods the Daughter of William & Mary Woods Died October 1st. 1762.

Samuel How the Son of Samuel How Junr. & Margaret his Wife Died Octr. 14th. 1762.

Charles Harvey Died Novr. 15th. 1762.

Elizabeth Tolman the Wife of John Tolman Junr. Died Novr. 23d. 1762, in the 23d. Year of her Age.

Mary Kilton the Widow of Edward Kilton Died Novr. 2d. 1762.

Robert Oliver Esqr. Died Decr. 16th. 1762.

1763.

James Foster Esqr. Died January 8th. 1763.

Sarah Capen the Widow of Barnard Capen Died Janr. 13th. 1763. In the 85th. Year of her Age.

Samuel Butt Died Janr. 11th. 1763.

Samuel How the Son of Samuel How Junr. & Margaret his Wife Died Febr. 4th. 1763.

Sarah Bradley the Daughter of Caleb & Anna Bradley Died February 22d. 1763.

Elizabeth Wiswell the Daughter of Daniel & Sarah Wiswell Died April 13th. 1763.

William Foster the Son of John & Hannah Foster Died May 20th. 1763.

Ebenezer Clap the Son of Ebenezer & Elizabeth Clap Died June 11th. 1763. In the 7th. Year of his Age.

Mary Preston the Wife of Edward Preston Died August 21st. 1763.

Thomas Wiswell Died Sepr. 24th. 1763.

John Bradley Died October 1st. 1763; In the 85th. Year of his Age.

William Crouch Died Octr. 13th. 1763.

Elizabeth Wales the Widow of Joseph Wales Died Novr. 22d. 1763.

Edward Capen the Son of Edward & Patience Capen Died December 12th. 1763. In the 21st. Year of his Age.

Hannah Andrews Died December 3d. 1763.

Cornelius Tilestone Died Decr. 25th. 1763.

Sarah King the Daughter of William & Elizabeth King Died January 1st. 1763.

1764.

Mercy Price the Widow of Francis Price Died Febr. 10th. 1764.
 Susannah Humfreys the Widow of Richard Humfreys Died Febr. 17th. 1764.
 James Hall the Son of Paul & Martha Hall Died May 28th. 1764. Aged Nine Months & five Days.
 Jane Meroth Died June 13th. 1764, of the Small Pox.
 Jonathan Niles who resided in Dorchester, Died July 20th. 1764. Being Drowned.
 Samuel Pope the Son of Ebenezer & Abigail Pope Died July 19th. 1764.
 Mary Severs the Daughter of William & Patience Severs Died July 30th. 1764.
 Elizabeth How the Wife of Samuel How Died August 6th. 1764. In the 46th. Year of her Age.
 Sarah the Wife of Edward Breck Died August 31st. 1764.
 Sarah the Widow of James Trott Died Octr. 2d. 1764.
 Elizabeth How the Daughter of Samuel How Junr. & Margaret his Wife Died Octr. 14th. 1764.
 Elizabeth Davis the Daughter of John Davis Died Octr. 8th. 1764.

1765.

Rebeckah Davis the Daughter of Moses Davis Died Febr. 12th. 1765.
 Elijah Tolman Died Febr. 21st. 1765. In the 53d. Year of his Age. Being Drowned as he was coming from Boston over the Ice.
 John Webb Died April 2d. 1765, in Advanced Years.
 Sarah Malcom alias Sarah Died April 7th. 1765.
 A Negro Child of Major John Robinson's Died April 1765.
 Patience Dyer the Wife of Jonathan Dyer Died May 25th. 1765.
 Edward Curtis, a Soldier belonging to Castle William, Died in Dorchester March 27th. 1765.
 Thomas Dolbier Died June 1765.
 Elizabeth Monet Died August 1765.
 Zebiah Trott the Widow of Thomas Trott Died August 25th. 1765.
 Sherebiah Pope the Son of Elijah & Anna Pope Died Sepr. 5th. 1765.
 John Foster the Son of James & Mary Foster Died Sepr. 11th. 1765.
 Mary Searls Died Octr. 12th. 1765, In the 64th. Year of her Age.
 Hopestill Blake Died Octr. 14th. 1765.
 Margaret Morgan the Wife of John Morgan Died Novr. 1st. 1765.
 Sarah the Wife of Edward Williams Died Novr. 24th. 1765.
 Margaret Williams the Daughter of Zebadiah and Sarah Williams Died Decr. 20th. 1765.
 Susanna Holden the Daughter of William Holden Junr. & Susanna his Wife Died Decr. 26th. 1765.
 Elizabeth Atherton the Widow of Humphrey Atherton of Stoughton. Died at her Son's House in Dorchester Decr. 24th. 1765. In the 90th Year of her Age.
 Susanna Bradley the Daughter of Caleb & Anna Bradley Died Decr 27th. 1765.
 Joseph Evans the Son of Thomas & Elizabeth Evans Died Novr. 5th. 1765.

1766.

Lois Clap the Daughter of Noah & Ann Clap Died January 11th. 1766. Aged Two Months & Twenty seven Days.
 Josiah Blake the Son of Ebenezer & Mercy Blake Died January 3d. 1766.
 Elizabeth Franklin Died Janr. 13th. 1766.

Benjamin Everenden Died Janr. 1766.
 Rebeekah Tilestone the Daughter of Ezekiel & Sarah Tilestone Died March 21st. 1766.
 Thankfull Leeds the Wife of Thomas Leeds Died April 1766.
 Joseph Breek Died May 3d. 1766.
 Moses Billings Died May 4th. 1766.
 Sarah Crouch the Daughter of William & Sarah Crouch Died May 1766.
 Sarah Tilestone the Wife of Ezekiel Tilestone Died June 9th. 1766.
 Samuel Humfrey Died June 18th. 1766. In the 75 Year of his Age.
 Martha Bird the Daughter Jonathan & Bebe Bird Died June 24th. 1766.
 Henry Blake Died July 20th. 1766.
 Bernard Capen the Son of Bernard & Hannah Capen Died July 19th. 1766.
 Elizabeth Neal the Daughter of Henry & Sarah Neal Died 1766.
 Reuben Trott the Son of Benjamin & Trott Died August 15th. 1766.
 Robert Severs the Son of William & Patience Severs Died August 21st. 1766.
 Ruth Leadbetter the Wife of Israel Leadbetter Died Sepr. 4th. 1766.
 David Leeds the Son of Isaiah & Rebecca Leeds Died Sepr. 22d. 1766.
 Solomon Kilton Died Octr. 26th. 1766.
 Hannah Bass the Widow of Joseph Bass Died Novr. 3d. 1766.
 Edward Glover the Son of Nathaniel & Mehetabel Glover Died Novr. 16th. 1766.
 Lydia Blackman the Daughter of John & Abigail Blackman Died Novr. 17th. 1766.
 Samuel Payson the Son of Samuel & Ann Payson Died Novr. 25th. 1766.
 Jacob Bird Died Deer. 27th. 1766.

1767.

Susannah Clap the Wife of Lemuel Clap Died Mareh 7th. 1767, having been Delivered of a Still Born Son March 5th. 1767.
 Mindwell Farn the Wife of Daniel Farn Died March 17th. 1767. In the 41st. year of her Age.
 Benjamin Bird the Son of Jonathan Bird Junr. & Ruth his Wife Died April 9th. 1767.
 John Badeock Died April 1767.
 Sarah Cox the Wife of Samuel Cox Died April 10th. 1767.
 Sarah Williams the Daughter of Zebadiah & Sarah Williams Died April 11th. 1767.
 John Trescott Died April 27th. 1767.
 Joseph Langley the Son of Joseph Langley & Sarah his Wife Died April 30th. 1767.
 Ann Bradley the Widow of Josiah Bradley Died May 4th. 1767.
 Edward Breck Junr. Died June 30th. 1767.
 Eunice Vose the Wife of Ebenezer Vose Died June 20th. 1767.
 James Hall the Son of Paul & Martha Hall Died July 15th. 1767.
 Isaac Leeds the Son of Isaiah & Rebecca Leeds Died July 18th. 1767.
 Martha Cheney the Widow of Benjamin Cheney Died August 21st. 1767. In the 88th. Year of her Age.
 Abigail Brown the Wife of Ebenezer Brown Died Sepr. 7th. 1767.
 Sarah Wiswell Died Sepr. 12th. 1767.
 Susanna Evans the Daughter of Thomas & Elizabeth Evans Died October 3d. 1767.
 Samuel Clap the Son of Abner & Hannah Clap Died October 4th. 1767.
 Mary Capen Died Octr. 9th. 1767.
 Sarah King the Daughter of William & Elizabeth King Died Novr. 22d 1767.

1768.

Sarah Bird the Daughter of Joseph & Elizabeth Bird Died January 21st. 1768.

Robert Spur Esqr. Died Febr. 13th. 1768.

Joseph Leeds Died Febr. 16th. 1768 — In the 75th. Year of his Age.

Margaret Kilton the Widow of Solomon Kilton Died March 17th. 1768.

George Bird the Son of Joseph & Elizabeth Bird Died March 25th. 1768.

Sarah Hawes the Daughter of Joseph & Sarah Hawes Died March 25th. 1768.

Hannah Baker the Widow of John Baker Died April 30th. 1768.

Sarah Withington the Wife of Thomas Withington Died April 26th. 1768.

Johanna Bird the Widow of Benjamin Bird Esqr. Died May 7th. 1768.

Ebenezer Wiswell Died May 9th. or 10th. 1768. Being found dead in his Bed in the Morning.

Sarah Leeds the Wife of Hopestill Leeds Died June 13th. 1768. In the 55 year of her Age.

Elizabeth Tolman the Widow of John Tolman Died June 25th. 1768.

William Walker the Son of Job Walker who lately resided in Dorchester Died July 2d. 1768.

John Glover Died July 6th. 1768.

Mary Severs the Wife of William Severs Junr. Died July 9th. 1768.

Samuel Bradley, who had for some years resided in Boston, Died July 1768.

Peter Lyon the Son of Benjamin & Rachel Lyon Died July 14th. 1768, by falling into a Well.

Susannah Tolman the Widow of Jonas Tolman Died August 18th. 1768.

Jane King Died August 25th. 1768.

Samuel Pierce Died September 16th. 1768.

Ann Leeds the Daughter of Samuel Leeds Junr. & Ann his Wife Died Decr. 1768.

1769.

Joseph McDaniel the Son of John & Abigail McDaniel Died Janr. 1769.

Samuel Tolman the Son of Samuel & Elizabeth Tolman Died Febr. 12th. 1769.

Sarah Leeds the Widow of Samuel Leeds Died March 15th. 1769.

Ann Homans the Daughter of Capt. John Homans & Rebecca his Wife Died April 15th. 1769.

Jacob Humfrey Died April 29th. 1769.

John Capen died May 15th. 1769. In the 73 year of his Age.

Jonathan Bird Died June 30th. 1769.

Ruth Hall Died July 7th. 1769.

Esther Bird the Daughter of Ebenezer and Jane Bird Died July 28th. 1769.

Henry Vaughn Died August 31st. 1769.

James Seymour Bird the Son of Mathew & Elinor Bird Died Sepr. 1769.

Oliver Cromwell Bird the Son of Joseph & Elizabeth Bird Died September 6th. 1769.

William Royal Robinson the Son of Lemuel & Jerusha Robinson Died Octr. 7th. 1769.

Margaret Andrews the Widow of John Andrews Died October 18th. 1769.

Sarah Jones the Widow of Samuel Jones Died October 26th. 1769. In the 83d. year of her Age.

Shippey Bird the Son Aaron & Ann Bird Died Octr 25th. 1769.

Richard Evans Died December 5th. 1769.

Sarah Topliff the Daughter of Deacon Samuel Topliff and Mary his Wife Died Decr. 10th. 1769.

Hannah Bird the Daughter of Thomas & Mary Bird Died December 14th. 1769. In the 34th. Year of her Age.

Sarah Hall the Daughter of Solomon & Mary Hall Died December 15th. 1769.

Rebecca Davis the Daughter of Moses Davis Junr. & Johanna his Wife Died Decr. 10th. 1769.

Joseph Hall the Son of Solomon & Mary Hall Died Decr. 25th. 1769.

1770.

Samuel Clap the Son of Lemuel & Rebecca Clap Died January 1st. 1770. Aged Three Months.

Patience Leeds the Daughter of Jonathan & Patience Leeds Died Janr. 9th. 1770. Being between Ten & Eleven Months Old.

Ebenezer Bird the Son of Ebenezer & Jane Bird Died January 12th. 1770. In the Third year of his Age.

Brostol a Negro Man belonging to Nathaniel Hatch Esqr. Died January 22d. 1770.

Rachel Vaughan the Daughter of John & Rachel Vaughan Died January 28th. 1770.

Addington Davenport Hatch the Son of Nathaniel Hatch Esqr. & Elizabeth his Wife Died Febr. 9th. 1770.

Thankfull Pierce the Wife of John Pierce Junr. Died Febr. 9th. 1770.

Charlott Withington the Daughter of Thomas & Sarah Withington Died Febr. 12th. 1770.

Nathaniel Glover Died March 7th. 1770.

Alexander Glover Died March 15th. 1770. In the 60th. year of his Age.

Pelatah Glover Died April 3d. 1770. In the 54th. year of his Age.

John Merrifield the Son of George & Abigail Merrifield Died April 1770.

Mr. Thomas Bird Died May 3d. 1770. In the 78th. Year of his Age.

Elizabeth Clap the Wife of Thomas Clap Died May 25th. 1770. Being about 55 Years Old.

Jemima Foster the Daughter of Timothy & Abiel Foster Died May 26th. 1770. In the 25th. Year of her Age.

Susanna White the Wife of John White Died May 28th. 1770. In the 30th. year of her Age.

Mindwell Clap the Widow of Samuel Clap Died June 1st. 1770. Being about 64 Years Old.

Eunice Clap the Wife of Nathaniel Clap Died June 4th. 1770. In the 27th. year of her Age

John Pierce the Son of John Pierce Junr. & Thankfull Pierce Died June 13th. 1770.

Mr. Edward Capen Died June 28th. 1770. In the 87 year of his Age.

Stephen Andrews the Son of Samuel & Mary Andrews Died July 2d. 1770.

Elizabeth Jones the Daughter of Ebenezer & Deliverance Jones Died August 17th. 1770.

Job Walker Died August 29th. 1770.

Pope the Daughter of Ebenezer & Abigail Pope Died Sepr. 21st. 1770.

John Bradley died Octr. 2d. 1770. In the 59th. year of his Age.

1771.

Jeremiah McIntash Died January 4th. 1771. Being Drowned.

William Withington the Son of Philip & Abigail Withington Died Janr. 24th. 1771.

Elizabeth Bulman Died Janr. 26th. 1771.

Moses Davis Junr. Died Janr. 26th. 1771.

Edward Leeds the Son of Jonathan & Patience Leeds Died Janr. 11th. 1771.

William Payson the Son of Samuel & Ann Payson Died Febr. 1771.

Bernard Capen the Son of Bernard & Hannah Capen Died March 26th. 1771. In the Fourth year of his Age.

James Foster the Son of Capt. James Foster & Mary his Wife Died April 17th. 1771. In the Fifteenth year of his Age.

Elizabeth Humfrey the Daughter of Samuel & Mary Humfrey Died May 21st. 1771. In the 37th. Year of her Age.

Elizabeth Foster the Widow of Capt. James Foster Died May 25th. 1771. In the 75th. Year of her Age.

Capt. James Foster Died June 4th. 1771. In the 40th. Year of his Age.

Zebadiah Williams the Son of Zebadiah & Sarah Williams Died at Townsend at the Eastward, Máy 4th. 1771. In the 24th Year of his Age.

Ruth Deleusey the Daughter of Francis & Mary Deleusey Died August 14th. 1771.

Joseph Wilson the Son of Abiathar & Mary Wilson Died August 21st. 1771.

Molly Withington the Wife of Elijah Withington Died October 25th. 1771.

Aquila Tolman Died suddenly November 7th. 1771. In the 67 year of his Age.

James Blake the Son of Samuel & Patience Blake Died at Weymouth Novr. 17th. 1771. In the 21st. Year of his Age. Having preached in Dorchester the Lords Day preceeding.

John Trott Died August 3d. 1771.

Martha Trott the Widow of Thomas Trott Died Decr. 1771.

Ann Boardman the Daughter of Ebenezer & Florah Boardman Died May 1771.

1772.

Anna Tilestone the Wife of Ezekiel Tilestone Died February 1st. 1772.

Also a Son of their's Born this Day Died likewise.

Zebadiah Williams Died Febr. 7th. 1772. In the 65th Year of his Age.

Consider Leeds Died suddenly Febr. 29th. 1772. In the 77th. year of his Age.

Ebenezer Brown found dead on Long-Island March 18th. 1772.

Samuel How the Son of Samuel How Junr. & Margaret his Wife Died April 9th. 1772.

Lydia Tolman the Daughter of Thomas & Mary Tolman Died March 26th. 1772.

Frances Edwards the Wife of John Edwards Died May 17th. 1772, suddenly

Mary Glover Died suddenly May 20th. 1772.

Susanna the Wife of Enoch Wiswell Died Suddenly July 15th. 1772.

Lois Capen the Daughter of Bernard & Hannah Capen Died August 16th. 1772.

Thomas Bird Died August 28th. 1772. In the 50th. Year of his Age.

John Jones Esqr. Died Sepr. 10th. 1772.

Hannah Merow the Daughter of Samuel & Hannah Merow Died Sepr. 11th. 1772.

Lydia Bird the Daughter of Joseph & Elisabeth Bird Died Sepr. 19th. 1772.

Elizabeth Bird the Wife of Joseph Bird Died Sepr. 22d. 1772. In the 43d. year of her Age.

Ezekiel Leeds the Son of Daniel & Abigail Leeds Died Octr. 25th. 1772.

Fanny Farn the Daughter of Daniel & Dorcas Farn Died Octr. 29th. 1772.

Jonas Humfrey Died November 5th. 1772. In the 77th. year of his Age.
Rebecca Clap the Daughter of Lemuel & Rebecca Clap Died November 12th. 1772.

Samuel Humfrey the Son of Henry & Abigail Humfrey Died Novr. 19th. 1772.

Cato (a Negro that belonged to Thomas Pimer Decd.), Died Novr. 23d. 1772.

John Blake Died Decr. 2d. 1772. In the 75th. Year of his Age.

Samuel Trescott the Son of Jonathan & Sarah Trescott Died Novr. 26th. 1772.

Abigail Cole the Widow of John Cole Died Decr. 1772, Advanced in years.

Elizabeth Trott the Wife of Luke Trott Died Decr. 4th. 1772.

1773.

Benjamin Withington the Son of Joseph & Elizabeth Withington Died Janr. 16th. 1773. In the 20th. year of his Age.

Susanna Capen the Daughter of John & Abigail Capen Died Janr. 18th. 1773. In the 13th. year of her Age.

Ruth Tolman the Daughter of Thomas & Mary Tolman Died January 23d. 1773.

Mercy Royal the Widow of Robert Royal Died January 29th. 1773.

Ruth Cook Died Febr. 7th. 1773, Advanced in years.

James-Trott Trescott the Son of Jonathan & Sarah Trescott Died March 1st. 1773. In the Eleventh Year of his Age.

Thomas-Baker Wheeler the Son of Abraham and Sarah Wheeler Died March 10th. 1773. Being about Nine Months Old.

Thomas Hall Died March 18th. 1773. In the 83d. year of his Age.

Ebenezer Moseley Died March 22d. 1773. In the 78 Year of his Age.

Elizabeth Trescott Died March 1773.

Priscilla Hall the Daughter of Solomon & Mary Hall Died March 23d. 1773. In the 2d Year of her Age.

Ruth Clap the Wife of David Clap Died April 13th. 1773. In the 49th. Year of her Age.

Sarah Trescott the Daughter of Ebenezer & Tabitha Trescott Died Febr. 27th. 1773. Aged Six Months.

Richard Topliff the Son of Deacon Samuel Topliff and Mary his Wife Died April 30th. 1773. Aged One Year & 22 Days.

Rachel How the Daughter of John & Rachel How Died May 30th. 1773. Being One year & nine Months Old.

Mary Pierce the Wife of Naphtali Pierce Died June 10th. 1773.

Esther Capen the Daughter of John & Mary Capen died June 29th. 1773. In the second Year of her Age.

Caleb Bradley Died July 3d. 1773. Being Drowned. In the 64th. year of his Age.

Asenath Turner the Wife of Joseph Turner Died Sepr. 1st. 1773.

Mary Paris the Wife of Nicholas Paris Died Sepr. 28th. 1773.

Sarah Leeds the Daughter of Daniel & Abigail Leeds Died Octr. 4th. 1773. Aged five Months & Twelve Days.

Susanna Hubbard the Daughter of Nathaniel & Hannah Hubbard Died Sepr. 25th. 1773.

John Morgan Died Octr. 17th. 1773.

Elinor Shippey the Widow of Abraham Shippey Died Octr. 26th. 1773.

Benjamin Trott the Son of Thomas & Jemima Trott Died Decr. 4th. 1773.

Sarah Cox the Daughter of Samuel & Sarah Cox Died May 30th. 1773.

1774.

Hopestill Leeds the Son of Jonathan & Patience Leeds Died Janr. 12th. 1774. Not a Fortnight old.

John Minott the Son of John & Martha Minott Died Janr. 21st. 1774.

Esther Bird the Daughter of Ebenezer & Jane Bird Died Janr. 26th. 1774.

William Spur Esqr. Died Janr. 1774.

Ichabod Jones Died March 9th. 1774. In the 80 year of his Age. Mo. He had been gone out of the Town many Years, & returned back but a few Days before his Death.

Mary Taylor the Widow of Richard Taylor Died March 18th. 1774. An Aged Woman.

Thomas Kilton the Son of James & Martha Kilton Died April 3d. 1774.

Mary Foster the Wife of Thomas Foster Died May 7th. 1774.

Jemima Tolman the Daughter of John & Hannah Tolman Died May 24th. 1774. In the 31st. Year of her Age.

Elizabeth Rand the Widow of Dr. Rand Died June 9th. 1774. In the 86 year of her Age.

Sarah Tolman the Widow of Daniel Tolman Died June 14th. 1774. In the 88 year of her Age.

Cuff a Negro Servant belonging to Elisha Tilestone Esqr. Died Sepr. 1774.

John Wiswell Died Sepr. 12th. 1774. In the 86th. year of his Age.

Eunice Trott the Wife of Thomas Trott Died Sepr. 30th. 1774.

Katharine Withington the Widow of Ebenezer Withington Died Octr. 1st. 1774. In the 85th. year of her Age.

Jeremy Blake Died Octr. 11th. 1774. In the 68th. year of his Age.

Thomas Lyon Died Octr. 15th. 1774. In the 74th. year of his Age.

Nathaniel Clap the Son of John & Hannah Clap Died Octr. 18th. 1774.

Ruth Williams the Daughter of Zebadiah Williams Died Octr. 21st. 1774. In the 23d. year of her Age.

Ebenezer Boardman a Negro Man Died Octr. 25th. 1774.

Katharine McDaniel the Daughter of John & Abigail McDaniel Died Decr. 16th. 1774.

Stephen Blackman the Son of John & Abigail Blackman Died Decr. 26th. 1774.

Nathaniel Leeds the Son of Samuel Leeds Junr. & Ann his Wife Died Decr. 9th. 1774.

Kate a negro child of Beneto Bellen's Died Decr. 14th. 1774.

1775.

Hannah White the Widow of John White Died Janr. 3d. 1775. In the 64 year of her Age.

Thomas Andrews the Son of Samuel & Mary Andrews Died January 9th. 1775.

Lucy a Negro Woman of Israel Leadbetter's Died Janr. 9th. 1775.

Thankfull Morgan the Wife of Ralph Morgan, Died Janr. 16th. 1775. In the 69 year of her Age.

Pegge a Negro Child, Daughter of Scipio & Pegge his Wife Died January 1st. 1775.

Elizabeth Withington the Daughter of Thomas & Sarah Withington Died Janr. 28th. 1775.

Margaret Leeds the Widow of Consider Leeds Died Febr. 16th. 1775. Advanced in years.

Tabitha Trescott the Wife of Ebenezer Trescott Died March 14th. 1775.

The Revd. Mr. Jonathan Bowman Died March 30th. 1775.

He was Ordained Novr. 5th. 1720, Continued in the Ministry till Decr. 14th. 1773, when at his Request he was Dismissed, having been in the Ministry Forty Four years.

Rose a Negro Woman belonging to Ebenezer Tolman Died April 3d. 1775.

Israel Leadbetter Died April 15th. 1775. In the 97th. year of his Age. Purchase Capen Died May 4th. 1775.

Moses Davis Died April 1775.

Samuel Blake Died May 6th. 1775.

Anne Baker the Wife of John Baker Junr. Died May 6th. 1775.

Jonathan Dier Died May 10th. 1775.

Elizabeth Clap the Widow of William Clap Died June 18th, 1775. In the 76th. year of her Age.

Elizabeth the Wife of Stephen Fowler Died July 6th. 1775.

Hannah Pierce the Wife of Edward Pierce Died July 10th. 1775. In the 40th. year of her Age.

Hannah Bird the Widow of James Bird Died August 5th. 1775. In the 73 year of her Age.

Elisha Clap Died August 14th. 1775. In the 33 year of his Age.

Hannah Homans the Daughter of Capt John Homans & Rebecca his Wife Died August 14th. 1775.

Elizabeth Foster the Daughter of Capt. James Foster & Mary his Wife Died July 28th. 1775.

Martha Kilton the Wife of James Kilton Died August 10th. 1775.

Timothy Foster Died August 28th. 1775. In the 67 year of his Age.

Ebenezer Robinson Died Sepr. 1st. 1775.

Patience Daman the Wife of Joseph Daman, Died in Dorchester Sepr. 1775.

Samuel Andrews Died Sepr. 10th. 1775.

Zebulun Pierce Died Sepr. 19th. 1775.

Richard Clap the Son of Lemuel & Rebecca Clap Died Sepr. 20th. 1775. Being a little more than Eleven Months Old.

a Negro Woman belonging to Col. Robinson Died Sepr. 1775.

Abigail Pierce the Daughter of Capt. Samuel Pierce & Elizabeth his Wife Died Sepr. 29th. 1775.

Mary Trott the Wife of James Trott died Octr. 2d. 1775.

Abigail Clap the Wife of Joseph Clap Junr. Died Octr. 3d. 1775.

Ralph Morgan Died Sepr. 30th. 1775. Advanced in years.

Nathaniel Withington the Son of Samuel Withington Junr. & Jane his Wife Died Sepr. 8th. 1775.

Joshua Williams Died Octr. 13th. 1775.

Joseph Trescott Died Octr. 22d. 1775.

Mary Tolman the Wife of Daniel Tolman Died Octr. 20th. 1775.

Ezekiel Blake Died Novr. 10th. 1775.

Joshua Loring the Son of Joshua & Elizabeth Loring Died Novr. 1775.

Beneto Bellen a Negro Man Died suddenly Novr. 18th. 1775.

Elisha Foster Died Novr. 1775.

Andrew Blackman the Son of John & Abigail Blackman Died Decr. 8th. 1775.

Ebenezer Hall Died Decr. 12th. 1775.

Samuel Withington Died Decr. 21st. 1775.

Sarah Crouch the Widow of William Crouch Died Decr. 1775.

Alice Breck the Wife of Edward Breck Died Decr. 31st. 1775.

Mary Glover the Widow of John Glover Died December 19th. 1775.

Sarah Dolbeare Died May 1775.

George a Negro Servant of Mrs. Ruth Bird's Died Sepr. 1775.

1776.

Abigail Pierce the Widow of Samuel Pierce Died January 10th. 1776.

Elisha Clap the Son of Elisha & Sarah Clap Died January 13th. 1776. Being about a fortnight Old.

William Sumner the Son of William & Elizabeth Sumner Died Janr. 25th. 1776.
 Eunice Bird the Daughter of Jonathan & Bebe Bird Died Janr. 1776.
 Sarah Wheeler the Wife of Abraham Wheeler Died Febr. 11th. 1776.
 Rebecca Glover the Daughter of Alexander & Hannah Glover Died Febr. 1776.
 Isaiah Leeds Died March 1st. 1776, In the 52 year of his Age.
 Mary Bradley the Wife of Jonathan Bradley Died Febr. 8th. 1776.
 Lydia Clark the Wife of George Clark Died Mar. 1st. 1776.
 Benjamin Emmons Died March 11th. 1776.
 Deacon Richard Hall Died March 12th. 1776. In the 71st. year of his Age.
 William Holden Esqr. Died March 30th. 1776.
 Hephzibah Langley the Wife of Nathaniel Langley Died April 7th. 1776.
 Elizabeth Withington the Wife of Ebenezer Withington Junr. Died April 14th. 1776.
 Martha Hall the Wife of Paul Hall Died April 16th. 1776.
 Samuel Withington the Son of Samuel Withington Junr. & Mary his Wife Died April 11th. 1776.
 Hannah Clap the Daughter of John & Hannah Clap Died June 15th. 1776. In the fifth year of her Age.
 Susanna Whiston the Wife of Joseph Whiston Died June 17th. 1776.
 Susanna Tolman the Daughter of Elijah & Experience Tolman Died June 15th. 1776.
 Col. Lemuel Robinson Died July 29th. 1776.
 Sally Brooks the Daughter of Brooks Died August 1776.
 Susanna Blake the Wife of Enos Blake Died August 16th. 1776.
 Joseph How the Son of John & Rachel How Died Sepr. 23d. 1776.
 George Pierce the Son of Col. Samuel Pierce & Elizabeth his Wife Died Novr. 10th. 1776.
 Jerusha Merrifield Died Novr. 16th. 1776.
 James Baker Died Novr. 18th. 1776, In the 64th. year of his Age.
 William Davis Died Novr. 30th. 1776.
 Anna Champney Died of the Small Pox Novr. 26th. 1776.
 Mary Baker the Wife of George Baker Died of the Small-Pox Decr. 9th. 1776.
 Elizabeth Gleason Died Decr. 11th. 1776.
 Mary Hall the Daughter of Richard and Sarah Hall Died Decr. 6th. 1776.
 Ebenezer Jones Died Decr. 22d. 1776.
 Mary Jones the Wife of Elijah Jones Died of the Small-Pox Decr. 1776.
 Rebecca Foster the Daughter of Joseph & Hephzibah Foster Died July 27th. 1776.
 Stephen Clap Died Decr. 28th. 1776.
 Mo. Having been in the Army, he was visited with sickness abroad, & Died from home.
 Betsy Wales the Daughter of Capt. Ebenezer Wales & Eunice his Wife Died Sepr. 28th. 1776.

1777.

Free-Love the Wife of John Randall Died January 5th. 1777.
 Lois How the Daughter of Samuel How Junr. & Margaret his Wife Died Janr. 5th. 1777.
 Daniel Pierce Died Janr. 20th. 1777.
 Mary Kilton the Daughter of Edward & Sarah Kilton Died of the Small Pox January 31st. 1777,

Silence Merrifield the Widow of Simeon Merrifield Died March 4th. 1777. Advanced in years.
 Lois Robinson the Wife of Samuel Robinson Died April 1777.
 Timothy Wales Died April 8th. 1777, having had the Small-Pox.
 Solomon Hall Died April 18th. 1777.
 Preserved Baker Died April 27th. 1777.
 Lemuel Capen the Son of Bernard & Hannah Capen Died Sepr. 17th. 1777.
 Rebecca Dickerman the Daughter of Benjamin & Betsy Dickerman Died September 27th. 1777.
 Elijah Pope Died October 4th. 1777.
 Caleb How Died October 5th. 1777.
 Becca-Clark Merow the Daughter of Samuel & Hannah Merow Died October 26th. 1777.
 Rebecca Homans the Wife of Capt. John Homans Died Decr. 12th. 1777.
 Elizabeth the Wife of Ebenczer Maxfield Died Novr. 1777.
 Sally Blake the Daughter of Seth & Ruxby Blake Died Febr. 22d. 1777.

1778.

Butcher Died Janr. 21st. 1778.
 Patience Blake the Daughter of Jonathan & Sarah Blake Died Janr. 6th. 1778.
 John Capen the Son of John Capen Junr. & Patience his Wife Died March 5th. 1778.
 Sarah Withington the Wife of John Withington Died March 10th. 1778.
 Mrs. Lucy Everett the Wife of the Revd. Mr. Moses Everett Died March 13th. 1778. In the 29th. year of her Age.
 William Vose Died of the small-Pox March 17th. 1778.
 Samuel Leeds Died March 18th. 1778.
 Margaret How the Wife of Samuel How Junr. Died of the small-Pox May 2d. 1778.
 Mary Foster the Daughter of Timothy & Abiel Foster Died May 28th. 1778.
 Mary Bird the Daughter of Thomas & Mary Bird Died of the Small-Pox June 12th. 1778. In the 21st. year of her Age.
 Daniel Oliver Died of the Small-Pox June 20th. 1778.
 Capt. Abraham Wheeler Died of the Small-Pox June 20th. 1778.
 Elleck Leeds the Son of Samuel & Ann Leeds Died of the Small-Pox June 25th. 1778.
 Thankfull Leeds the Widow of Samuel Leeds Died of the Small-Pox June 26th. 1778.
 Stephen Clap the Son of Capt. Lemuel Clap & Rebecca his Wife, Died July 11th. 1778. Being about ten months old.
 Elizabeth King the Wife of William King Died of the Small-Pox July 14th. 1778.
 Capt. John Homans Died suddenly August 3d. 1778.
 Prudence Tilestone the Widow of Timothy Tilestone Died August 5th. 1778.
 John Pierce Died of the Small-Pox August 8th. 1778.
 Joseph Houghton the Son of Joseph & Mary Houghton Died August 1778.
 John Bird the Son of Jacob & Sarah Bird Died August 12th. 1778.
 Jacob Bird the Son of Jacob & Sarah Bird Died August 16th. 1778.
 Susanna Clap the Wife of Ezra Clap Died August 31st. 1778, In the 31st. year of her Age.
 Capt. Elijah Davis Died Sepr. 10th. 1778.
 Rebecca Pierce Died Octr. 7th. 1778.
 Esther Kilton the Widow of Jonathan Kilton Died Novr. 13th. 1778.

Stephen-Gore Leeds the Son of Daniel & Abigail Leeds Died Sepr. 3d. 1778.

Sarah Champney the Wife of John Champney Died Deer. 21st. 1778.

Hopestill Withington Died Deer. 26th. 1778.

John Bradley Died Deer. 1778.

Mo. He was found dead in Roxbury, supposed to have been drowned.

John Humphrey the Son of John Humfrey Junr. & Susanna his Wife Died Novr. 7th. 1778.

Priseilla Wilson the Daughter of Abiathar & Mary Wilson Died August 14th. 1778.

Betsey Price, the Daughter of Henry Bird Junr. and his Wife, died Octr. 28th. 1778.

1779.

Elizabeth Ward the Widow of William Ward Died suddenly January 7th. 1779. Advanced in years.

William Woods Died January 30th. 1779.

Elizabeth Clap the Wife of Col. Ebenezer Clap Died Febr. 17th. 1779.

In the 41st. year of her Age.

Ann Lyon the Wife of Benjamin Lyon Junr. Died April 30th. 1779.

John Tolman Died May 29th. 1779, In the 80th. year of his Age.

Hopestill Blake Died June 3d. 1779.

Hannah Clap the Wife of John Clap Died August 10th. 1779.

Elihu Kilton the Son of Elihu and Thankfull Kilton Died August 3d. 1779.

Priscilla Symonds a Molatto Died suddenly August 28th. 1779.

Ann Blackman the Daughter of Samuel & Waitstill Blackman Died Sepr. 1779.

Nathaniel Langley Died suddenly Octr. 22d. 1779.

Abigail Clap the Wife of Thomas Clap Died Novr. 20th. 1779.

Hannah Capen the wife of Bernard Capen Died December 9th. 1779.

Prince Sturgis Died suddenly Deer. 23d. 1779.

1780.

Nicholas Paris Died January 1st. 1780.

Lydia Bird the Daughter of Ebenezer & Jane Bird Died Janr. 7th. 1780.

Abigail the Wife of Ebenezer Baker Died Janr. 24th. 1780.

Zipporah Evans the Widow of Richard Evans Died Febr. 10th. 1780.

Deborah Clap the Wife of Jonathan Clap Died Febr. 16th. 1780.

In the 75th. year of her Age.

Sarah Tilestone the Daughter of Nathaniel & Elizabeth Tilestone Died April 2d. 1780.

Silence Hall Died May 6th. 1780.

Lucy Clap the Daughter of Thomas Clap Junr. & Mary his Wife Died May 22d. 1780.

Samuel How Died September 16th. 1780.

In the 70th. year of his Age.

Dorcas Farn the Wife of Daniel Farn Died Sepr. 24th. 1780.

Sarah Pierce the Wife of Deacon Edward Pierce Died Sepr. 26th. 1780.

Hannah How Died Sepr. 25th. 1780. In the 92 year of her Age.

Ruth Maxfield the Widow of John Maxfield Died Octr. 27th. 1780.

Mary Rice the Wife of Dr. Matthias Rice Died Octr. 30th. 1780.

Elizabeth Pierce the Widow of John Pierce Died Novr. 18th. 1780.

Mary Merrifield the Widow of Robert Merrifield Died Deer. 1780.

Eunice Mellish the Daughter of Samuel & Sarah Mellish Died Deer. 18th. 1780.

Anna Davis the Wife of Paul Davis Died Deer. 19th. 1780.

1781.

James Everett the Son of the Revd. Mr. Moses Everett & Johanna his Wife Died January 10th. 1781.
John Spur Died Janr. 18th. 1781.
Hannah Blake Junr. Died Febr. 9th. 1781.
Thomas-Tilestone Coolidge the Son of Samuel & Elizabeth Coolidge Died May 26th. 1781.
Elisha Coolidge the Son of Samuel & Elizabeth Coolidge Died May 28th. 1781.
Eunice Wales the Wife of Ebenezer Wales Esqr. Died Sepr. 6th. 1781
Sally Humfrey the Daughter of John Humfrey Junr. & Susanna his Wife Died Octr. 2d. 1781.
James Pike Died Octr. 1781.
Samuel Withington Died Octr. 29th. 1781.
Ann De Luce the Daughter of Francis & Mary De Luce, Died Novr. 24th. 1781.
Stephen Leeds the Son of Daniel & Abigail Leeds Died December 24th. 1781.

1782.

Nancy Withington the Daughter of Lemuel & Ann Withington Died Febr. 12th. 1782.
Sukey Merow the Daughter of John & Lucy Merow Died Janr. 17th. 1782.
William Severs Died March 4th. 1782.
John Williams Esqr. Died April 29th. 1782.
Polly-Houghton Belcher the Daughter of Samuel & Rachel Belcher Died May 1782.
Jupiter a Negro Man that belonged to John Williams Esqr., Died May 6th. 1782.
Edward Tolman the Son of Samuel & Elizabeth Tolman, Died May 5th. 1782.
Edward Cleavland the Son of Edward Cleavland a Negro & Mary his Wife Died May 12th. 1782.
Beulah Foster Died May 23d. 1782. In the 21st year of her Age.
Hannah Jones the Widow of John Jones Died June 9th. 1782.
John Robinson Junr. Died Sepr. 1782.
George Minott the Son of George & Eunice Minott Died Sepr. 15th, 1782.
John Minott the Son of George & Eunice Minott Died Sepr. 16th. 1782.
Thankfull Withington Died Sepr. 26th. 1782.
Samuel Severs the Son of Jonathan & Priscilla Severs, Died Octr. 7th 1782.
Elizabeth Baker the Wife of Samuel Baker Died Novr. 19th. 1782.

1783.

Sarah Glover the Wife of Ebenezer Glover, Died Janr. 8th. 1783.
Elizabeth Moseley the Widow of Ebenezer Moseley, Died January 6th. 1783. In the 82 year of her Age.
Submit Davenport the Wife of Ebenezer Davenport, Died January 13th. 1783.
Sarah Kilton the Widow of Edward Kilton, Died March 12th. 1783.
Lemuel Clap the Son of Capt. Lemuel Clap, Died April 5th. 1783. In the 20th. year of his Age.
Cornelius Newman Dier Died April 3d. 1783. Mo. The House where he was Boarded, caught on fire in the Night, & he perished in the flames.
Abigail Bishop the Widow of Samuel Bishop, Died May 23d. 1783.

- Mrs. Johanna Everett the Wife of the Rev. Moses Everett, Died May 28th. 1783. In the 24th. year of her Age.
- Mary Williams the Wife of John Williams, Died June 28th. 1783.
- Lydia Blackman the Daughter of Samuel & Waitstill Blackman, Died June 30th. 1783.
- Sukee Andrews the Daughter of John & Mary Andrews, Died July 4th. 1783.
- Thomas Blackman the Son of Samuel Blackman Junr. & Elizabeth his Wife, Died July 5th. 1783.
- Eunice Bird the Daughter of Jacob & Sarah Bird, Died July 19th. 1783.
- Ruth Foster the Daughter of Capt. James Foster & Mary his Wife. Died August 7th. 1783. In the 16th. year of her Age.
- Sarah Humfrey the Daughter of Henry & Abigail Humfrey, Died Sepr. 5th. 1783. In the 22d. year of her Age.
- Edward Leeds the Son of Edward Stow Leeds & Nancy his Wife, Died Sepr. 7th. 1783.
- Rebecca Leeds the Widow of Isaiah Leeds, Died Sepr. 21st. 1783.
- Martha Hall the Daughter of Paul & Martha Hall, Died October 6th. 1783.
- Sarah Torey the Daughter of Reuben & Abigail Torey Died Octr. 11th. 1783.
- Joseph Withington Junr. Died October 18th. 1783.
- William Cox Died October 1783.
- Ann Payson the Wife of Jonathan Payson Died suddenly Novr. 20th. 1783.
- John Williams Junr. Died Novr. 30th. 1783. In the 31st. year of his Age.
- John Preston Died Decr. 7th. 1783. In the 81st. year of his Age.
- Anna Williams the Widow of John Williams Junr. Died Decr. 25th. 1783.
- Sarah Glover the Wife of Ebenezer Glover Died Janr. 9th. 1783. In the 35th. year of her age.

1784.

- William Foster Died Janr. 23d. 1784.
- Hannah Clap the Daughter of Joseph Clap Junr. & Abigail his Wife Died Febr. 1st. 1784.
- Enoch Wiswell Died Febr. 6th. 1784. In the 87 year of his Age.
- Mary De Leusey the Wife of Francis De Leusey, Died March 24th. 1784.
- Pero a Negro Man belonging to Ebenezer Tolman, Died March 25th. 1784.
- Elizabeth-Bowes Coolidge the Daughter of Samuel & Elizabeth Coolidge, Died April 1st. 1784.
- Sarah Trescott the Widow of John Trescott Died April 17th. 1784. In the 86 year of her Age.
- Mary White the Wife of Deacon Abijah White Died April 23d. 1784.
- Beckee-Bradley Severs the Daughter of Jonathan & Priscilla Severs Died April 7th. 1784.
- Rachel Davenport the Widow of Elisha Davenport, Died May 27th. 1784. In the 82 year of her Age.
- Samuel White Died May 30th. 1784.
- Waitstill Tolman the Widow of Aquilla Tolman, Died June 4th. 1784. In the 76th. year of her Age.
- James Trott Died June 24th. 1784.
- Cesar Died July 1st. 1784. Advanced in years.
- Thomas Smith Died July 10th. 1784.
- Thomas Blackman the Son of Samuel Blackman Junr. & Elizabeth his Wife, Died Sepr. 3d. 1784.
- Jonathan Payson Died Sepr. 15th. 1784. In the 86th. year of his Age.

Hannah Hall the Daughter of Colo. Hopestill Hall & Sarah his Wife
Died Octr. 9th. 1784.

Humphrey Atherton Junr. Died October 23d. 1784.

John Foster Died Novr. 7th. 1784.

Betsee Blackman the Daughter of Lemuel & Elizabeth Blackman Died
November 9th. 1784.

1785.

Mary Swift the Wife of Nathaniel Swift Died Janr. 15th. 1785.

Paul Davis Died March 1st. 1785, Advanced in years.

Ebenezer Davenport Died March 17th. 1785, In the 79th. year of his
Age.

Sarah Trott the Widow of James Trott Died March 28th. 1785.

Sally Clap the Daughter of Joseph Clap Junr. & Abigail his Wife,
Died April 10th. 1785.

John Withington Died April 22d. 1785.

Edward Williams Died June 11th. 1785.

Lemuel Blake Died July 6th. 1785.

Anna Williams the Daughter of John Williams Junr. & Anna his Wife,
Died July 13th. 1785.

Mrs. Elizabeth Bowman the Widow of the Revd. Mr. Jonathan Bow-
man Died August 7th. 1785.

Elizabeth Robinson the Wife of Capt. John Robinson Died August 9th.
1785.

Martha Crane the Wife of Lemuel Crane Died Sepr. 23d. 1785.

Isaac Bird Died Octr. 10th. 1785. In the 67 year of his Age.

Daniel Tolman Died Octr. 17th. 1785. In the 73 year of his Age.

Andrew Gillespie Died Octr. 1785.

Elizabeth Lovell the Wife of Joseph Lovell, Died Novr. 9th. 1785.

John Wiswell Died Novr. 1785.

Anna Pope the Widow of Elijah Pope Died Decr. 1785.

1786.

Hannah Blake the Widow of Hopestill Blake, Died Janr. 4th. 1786.
In the 87 year of her Age.

Capt. Edward Morton Died suddenly Janr. 9th. 1786.

Daniel Bird Died Janr. 14th. 1786.

Mrs. Hannah Holden the Widow of William Holden Esqr. Died Janr.
20th. 1786.

Elizabeth Roach the Wife of Capt. Moses Roach Died Janr. 22d. 1786.

Margaret Griffin Died Janr. 31st. 1786.

Mary Trescott the Daughter of Ebenezer & Tabitha Trescott Died Febr.
1st. 1786.

Jonathan Clap Died Febr 14th. 1786. In the 81st. year of his Age.

Elizabeth Tilestone Leeds the Daughter of Nathan & Elizabeth Leeds
Died Febr. 27th. 1786.

Benjamin Dickerman died March 14th. 1786.

William the Son of Joseph Clap Junr. and Abigail his Wife, died April
the 12th. 1786.

Hannah Wales the Widow of Timothy Wales, died May the 10th. 1786.

Edward Breck, died June the 4th. 1786, in the 78th. Year of his Age.

Avis Dyer, the Widow of Jonathan Dyer died Sepr. 23th. 1786. Æts.
81.

John Foster died October the 26th. 1786.

Capt. Humphrey Atherton died Novr. the 17th. 1786. Æts. 80.

Stephen Fowler died November the 30th. 1786.

Sarah, the Daughter of James and Esther Davenport, died Decemr. the
3d. 1786.

Elisabeth, the Daughter of Jonathan & Sarah Wiswall, died Decemr. 15th. 1786.

Patience Hall the Widow of Dean. Richd. Hall, died Decemr. the 19th. 1786. Æts. 72.

Daniel Bird, the Son of Saml. Blackman Junr. and Elisabeth his Wife, died Decr. the 1786.

1787.

Edward, the Son of Edward Cleavland a Negro, & Mary his Wife, died Jany. the 11th. 1787.

Chatham, a Servant of James Swan Esqr. died Jany. the 14th. 1787.

Nancy, the Daughter of Abraham and Patience How, died Jany. the 20th. 1787.

Hannah Foster, Widow of John Foster died March the 1787.

Agnus Phillips. (*Sic*).

Ann Clap the Daughter of Noah and Ann Clap, died March the 15th. 1787. Æts. 26.

Capt. John Robinson, died April the 7th. 1787.

Tabitha Whiston, Wife of Joseph Whiston, died June the 9th. 1787.

Thomas Wells, died July the 5th. 1787.

Elisabeth the Daughter of the Revd. Mr. Moses Everett and Hannah his Wife died July 17th. 1787.

David Clap, died Augt. the 17th. 1787.

Thomas Tolman, was drowned in Milton River, August the 21st. 1787.

Johanna Wiswall, Widow of John Wiswall, died September the 6th. 1787.

Anne West died the 8th. of Septemr. 1787.

Mehetabel Whiston died Sepr. 7th. 1787.

Lois Williams Daughter of Capt. Thos. Williams & Elisabeth his Wife died Sepr. 15th. 1787.

Mary Hackleton died Sepr. the 18th. 1787.

Mary Atherton, Widow of Capt. Humphry Atherton died September the 20th. 1787.

Priscilla Sever, the Wife of Jonathan Sever died October the 10th. 1787.

Ebenezer Pope died Decr. 1st. 1787. Æts. 71.

Elizabeth Withington, the Wife of James Withington, died Decr. the 16th. 1787.

1788.

Mary DeLuce, the Wife of Francis DeLuce, died January the 28th. 1788.

Jonathan Clap, died February the 6th. 1788.

Henry Bird died March the 1788.

Sarah Baker the Wife of John Baker died April the 4th. 1788.

Colo. Ezra Badlam, died April the 5th. 1788.

Elisabeth Bird, the Widow of Henry Bird died April the 7th. 1788.

Martha Tyler, the Wife of Capt. Elisha Tyler, died April the 18th. 1788.

Samuel Crehore, the Son of Samuel & Susanna Crehore, died July 1788.

Naphtali Pierce, died Augt. 2th. 1788. Æts. 80.

Ebenezer Vose, died October the 2d. 1788.

1789.

Priscilla Bird died January the 21st. 1789.

Joseph Clap died February the 14th. 1789. Æts. 73.

Abigail Leeds the Wife of Thomas Leeds Died March 19th. 1789.

the Wife of Nathaniel Weatherby Died March the 18th. 1789.
 Charles Tailer Died April the 3d. 1789.
 Thomas Foster Died April the 14th. 1789.
 Elizabeth Humfrey the Daughter of Henry & Abigail Humfrey Died
 May the 9th. 1789. In the 21st. year of her age.
 Rachel the Wife of Edward Robinson, Died June the 3d. 1789.
 Jerusha the Widow of Thomas Pimer Died, June 4th. 1789. In the
 88th. year of her Age.
 Joseph Tuner Died Sepr. 3d. 1789.
 Rose a Daughter of Ebenezer & Florah Boardman, Died August
 1789.
 Benjamin the Son of Ebenezer Clap Esqr. and Mary his Wife, Died
 Octr. 2d. 1789, in the second year of his Age.
 Lucy the Daughter of Thomas & Susanna Pierce Died Octr. 24th. 1789.
 Mo. She was killed by the accidental firing of a Gun.
 John Champney Died Octr. 25th. 1789. In the 77 year of his Age.
 Mary the Wife of Samuel Withington Died Novr. 12th. 1789.
 Bacchus alias Edward Cleavland Died Novr. 22d. 1789.
 Jacob Cooper Died Novr. 1789.

1790.

Abigail Leeds the Daughter of Daniel & Abigail Leeds, Died Febr. 1st.
 1790.
 Daniel-Bird the Son of Jonathan and Sarah Wiswell, Died Febr.
 1790.
 Samuel Coolidge Esqr. Died February 28th. 1790. In the 39th. year of
 his Age.
 Hannah the Daughter of Joseph & Abigail Clap Died March 23th. 1790.
 Samuel Whittemore Died April 1st. 1790.
 Jonathan Wales Died April 3d. 1790. In the 68 year of his Age.
 Sarah Davis the Widow of Jonathan Davis, Died april 11th. 1790. In
 the 88th. year of her Age.
 Mary Clap the Daughter of Thomas Clap Junr. & Mary his Wife Died
 April 20th. 1790. In the 28th. year of her Age.
 Lemuel Trott the Son of Benjamin Trott, Died April 1790. In the
 22d. year of his age.
 Elizabeth Wiswell the Widow of John Wiswell, formerly the Wife of
 John Capen, Died May 12th. 1790, In the 87 year of her age.
 Susanna the Wife of Capt. James Robinson, Died May 5th. 1790.
 Edward-Breck Robinson the Son of Capt. James Robinson, Died May
 9th. 1790.
 Mary the Wife of John Capen, Died May 19th. 1790.
 Richard-Leeds Merow the Son of William & Rebecca Merow, Died May
 27th. 1790.
 Hannah the Daughter of John Clap Junr. & Elizabeth his Wife, Died
 June 1790.
 Mr. Daniel Leeds Died June the 7th. 1790. Aged 51 years wanting one
 day.
 Ebenezer Blake Died June 27th. 1790. In the 78th. year of his Age.
 Susanna Humphrey the Widow of Jonas Humphrey, Died July 1st.
 1790. Almost 87 years Old.
 Stephen Fowler Junr. Died August 19th. 1790.
 Abigail the Daughter of Samuel Cox Junr. & Mary his Wife, Died
 October 1790.
 Thomas Trott Died Novr. 20th. 1790.
 Elizabeth Bennett Died in Dorchester Decr. 4th. 1790. Advanced in
 years.
 William-King the Son of John and Hannah Lemist, Died Octr. 19th.
 1790.

Mary McIntosh the Widow of Jeremiah McIntosh, Died Decr. 1790.
 Elizabeth Read the Widow of Read, Died in Dorchester Decr. 8th.
 1790 Advanced in years.
 Edward Clap Died Decr. 16th. 1790. In the Twenty Sixth year of his
 Age.
 Sarah Glover the Widow of Alexander Glover, Died Decr. 30th. 1790.
 In the 80th. year of her age.
 Jack a Negro had a Child that died in the year 1790.

1791.

John-Waters Hair Died January 11th. 1791. Advanced in years.
 Stephen Fowler Died Febr. 1791.
 Oliver Wiswell Died Febr. 13th. 1791. In the 89th. year of his Age.
 Mary the Daughter of Michael and McCarney, Died Janr. 4th.
 1791.
 Charles the Son of William & Elizabeth Walker, Died March 2d. 1791.
 Sarah the Daughter of Robert White, Died April 14th, 1791.
 George the Son of Elizabeth Wales, Died May the 9th. 1791.
 Mary Hall the Widow of Solomon Hall Died June 28th. 1791.
 A Son of Elisha & Lydia Turner, Died June 28th. 1791.
 Eunice the Daughter of Samuel-Belcher Lyon & Mary his Wife, Died
 July the 17th. 1791.
 Sarah the Wife of John Pierce Died July the 18th. 1791. In the 37
 year of her Age.
 Abigail Clap the Widow of Joseph Clap Died August 31st. 1791. In
 the 70 year of her age.
 Lucretia Pike the Widow of James Pike Died September 13th. 1791.
 Aaron Clap one of the Twin Sons of Samuel & Elizabeth Clap, Died
 Sepr. the 15th. 1791. Being five Months & six Days old.
 Moses Clap the Eldest Twin Son of Samuel & Elizabeth Clap, Died
 Sepr. the 28th. 1791. Being five Months & 20 Days old.
 Elisha the Son of James & Hannah Tilestone, Died Sepr. 29th. 1791.
 Aged One Month & 5 Days.
 William King Died Octr. 4th. 1791. In the 68 year of his Age.
 Samuel Champney the Son of Samuel & Frances Champney, Died Octr.
 the 13th. 1791. In the Sixth year of his Age.
 Ruth Wales the Daughter of Timothy Wales Deceased, Died Octr. the
 14th. 1791. In the 17th. year of her Age.
 John the Son of Samuel & Mary Barrett, Died Novr. the 9th. 1791.
 Samuel the Son of Samuel & Mary Barrett, Died Novr. the 14th. 1791.
 A Child of George & Anna Manning, still Born Novr. 1791.
 Anna the Daughter of Daniel & Anna Withington, Died Novr. the 19th.
 1791. In the 3d. year of her Age.
 Mary Williams the Widow of Preserved Williams, Died Novr. the 26th.
 1791. In the 81 year of her age.
 Daniel the Son of Daniel & Anna Withington, Died Novr. the 28th.
 1791. In the 5th. year of his Age.
 Samuel the Son of Jonathan & Sarah Wiswell, Died Decr. the 1791.
 About two Months Old.
 Rachel the Daughter of Elijah and Pope, Died 1791.
 Eliakim the Son of Samuel and Waitstill Blackman, Died Octr. the 14th.
 1791.

1792.

William Blackman the Son of Samuel & Waitstill Blackman, Died Jan-
 uary the 1st. 1792. In the 22d. year of his Age.
 James Gourley Died Janr. the 1792.
 Ezra Glover Died Janr. the 11th. 1792. In the 59th. year of his Age.
 the Wife of Micah Symmonds Died January the 1792.
 Lydia Davis the Widow of Elijah Davis Died suddenly Janr. the 27th.
 1792.

Anna Blackman the Daughter of Samuel Blackman Junr. & Elizabeth his Wife, Died Febr. 8th. 1792.

Anna Blackman the Daughter of Samuel Blackman Junr. & Elizabeth his Wife, Died April the 1792. Being about two Months old. Being a second daughter of that Name which they lost.

John Blackman Died April the 26th. 1792.

Jerahmeel Wheeler Died very suddenly May the 7th. 1792.

Elizabeth the Wife of William Sumner Died June the 1792. In the 39 year of her Age.

Harriet the Daughter of Jerusha Bird, Died June 28th. 1792, in the 8th. year of her Age.

Elizabeth-Baker Withington the Daughter of Ebenezer Withington Junr. & Elizabeth his Wife Died June the 30th. 1792. In the 17th. year of her Age.

A Child of Boston a negro man & Tamar his Wife, Died June the 1792.

Sarah Tolman the Daughter of Thomas & Mary Tolman, Died Sepr. the 7th. 1792. In the 24 year of her Age.

Joseph Leeds the Son of Daniel & Abigail Leeds, died Sepr. the 16th. 1792. In the tenth year of his Age.

Clarissa the Daughter of Joseph and Sarah Hawes, Died Sepr. the 1792. Also a Child of their's Died Sepr. the 1792, that was Born but two or three Hours before.

Mary-Ann the Wife of John Pierce, Died Sepr. 23d. 1792. In the 43d. year of her Age.

Robert White Died Octr. the 3d. 1792.

Benjamin Wentworth Died Sepr. 30th. 1792.

Abigail Badlam the Daughter of Stephen Badlam Esqr. & Mary his Wife, Died Sepr. the 20th. 1792. In the 11th. year of her age.

Nancy Badlam the Daughter of Stephen Badlam Esqr. & Mary his Wife, Died Sepr. the 26th. 1792. In the 9th. year of her Age.

Susanna Tilestone the Daughter of Timothy & Hannah Tilestone, Died Octr. the 5th. 1792. In the 21st. year of her age.

Christopher Capen Died October the 8th. 1792.

Elihu Kilton Died Octr. the 12th. 1792. In the 60th. year of his Age.

Mary the Widow of Edward Cleavland alias Baechus, Died Novr. the 4th. 1792.

Sarah Treseott the Daughter of John & Sarah Treseott, Died Novr. the 1792.

Sarah Capen the Daughter of Christopher Capen of Stoughton, Died Novr. the 27th. 1792.

John Fling Died Novr. the 1792.

David Pratt Died of the Small-Pox Deer. the 9th. 1792.

Mo. The most of the Persons whose Deaths are recorded in this Page, had the Small-Pox, also Joseph Leeds whose Death is recorded in the last Page.

Lemuel Blake the Son of Enos and Rachel Blake Died of the Small-Pox Octr. the 2d. 1792. In the 14th. year of his age. And Stephen Blake the Son of Enos & Rachel Blake Died of the small-Pox Octr. the 7th. 1792. In the 7th. year of his Age.

Josiah Merow Died Deer. the 17th. 1792. Being about 87 years of Age.

Mary the Wife of Isaac Davenport Died Deer. the 27th. 1792.

Ebenezer-Williams Walker the Son of Job & Mary Walker, Died Sepr. 29th. 1792, in the Army. In the 26th. year of his Age.

1793.

Thomas Bird Died January the 17th. 1793. In the 39th. year of his Age.

Henry Humphrey Died February the 11th. 1793. In the 67th. year of his Age.

Mary the Wife of Joseph Henderson Esqr. Died March the 4th. 1793.
In the 54th. year of her Age.

Edward Preston Died March the 23d. 1793. In the 71 year of his Age.
Bethiah Waters-Hair the Widow of John-Waters Hair Died May the 1793.

Mary Tolman the Widow of Thomas Tolman, Died May the 25th. 1793.
Lydia How the Daughter of Samuel & Margaret How, Died May the 26th. 1793. In the 20th. year of her Age.

Edward Bird Died June the 2d. 1793. In the 68th. year of his Age.
Sally Blackman the Daughter of Samuel Blackman Junr. & Elizabeth his Wife, Died June the 7th. 1793.

Lois the Daughter of Mary Davenport Died June the 30th. 1793.
John Humphrey Died July the 9th. 1793. In the 78 year of his Age.
Timothy the Son of John How Junr. & Relief his Wife Died July the 1793.

A Daughter of Elizabeth Wales Died July the 1793.

Hannah Cooper the Wife of John Cooper, Died in Dorchester July the 21st. 1793, & her Infant Child a few Days after.

Lewis the Son of Thomas Leeds Junr. & Mary his Wife, Died July the 1793.

Mary the Wife of Scipio Sutton, Died August the 30th. 1793.

Rebecca Swift the Widow of Nathaniel Swift, Died September the 6th. 1793.

Benjamin-Glover the Son of Aaron Bird Junr. & Johanna his Wife, Died Sepr. the 9th. 1793.

David the Son of Elisha & Lydia Turner, Died Sepr. the 11th. 1793.

Joseph How Died Sepr. the 17th. 1793. In the 77th. year of his Age.

Lydia the Daughter of Elisha & Lydia Turner, Died Sepr. the 20th. 1793.

Samuel Davenport Junr. Died Octr. the 1793.

Enos the Son of Isaac & Sarah How Died Octr. the 1793.

Katharine Bradley the Daughter of John Bradley Junr. & Hannah his Wife, Died Octr. the 7th. 1793. In the 50th. year of her Age.

Ebenezer Tolman Died Octr. the 8th. 1793. In the 78th. year of his Age.

Hannah the Wife of Edward Glover, Died Octr. the 18th. 1793.

Hannah the Daughter of Noah & Ann Clap, Died Novr. the 24th. 1793.
In the 31st. year of her Age.

John Stoddard Died Novr. the 29th. 1793.

Hannah Whipple Henderson the Daughter of Joseph Henderson Esqr. Died Decr. the 3d. 1793. In the 20th. year of her Age.

Sarah the Wife of Samuel How Died Decr. the 27th. 1793.

Anna the Daughter of James and Elizabeth Webster, Died 1793.

1794.

George Merrifield Died Febr. the 3d. 1794.

Huldah Wells the Widow of Thomas Wells, Died Febr. the 1794.

Elizabeth Trott a Daughter of James Trott Senior & Sarah his Wife, Died March the 9th. 1794. In the 79th. year of her Age.

Jonas-Humphrey Clap the Son of Ezra & Susanna Clap, Died April the 6th. 1794. In the 16th. year of his Age.

Joseph Henderson Esqr. Died July the 14th. 1794.

Mary the Wife of Stephen Badlam Esqr. Died July the 26th. 1794.

Sukee the Daughter of James and Hannah Tilestone Died August the 10th. 1764.

Lydia the Daughter of John and Hannah Mellish, Died August the 20th. 1794.

Hannah Glover the Daughter of Alexander & Hannah Glover, Died August the 22d. 1794. Being 22 years Old wanting a Day.

Thankfull the Widow of Samuel How, Died Sepr. the 5th. 1794. In the 79 year of her Age.

Samuel-Bradley the Son of Isaac & Bird, Died Sepr. the 1794.
 Ann Pierce the Daughter of Joseph & Ann Pierce, Died October the 16th. 1794.
 Abigail Withington the Daughter of Philip & Abigail Withington, Died Octr. the 18th. 1794. In the 32 year of her Age.
 Joseph Whiston Died Novr. the 7th. 1794. Advanced in years.
 Elizabeth Steel Died Novr. the 14th. 1794. Advanced in years.
 Molly Atherton Died Novr. 28th. 1794.
 Sarah Hall the Daughter of Solomon & Mary Hall, Died Decr. the 6th. 1794. In the 25th year of her age.
 A Daughter of Henry & Patty Withington, Died in her Infancy Decr. the 1794.
 Priscilla Spear Died Octr. 20th. 1794. Advanced in years.

1795.

Mary the Wife of Deacon Samuel Topliff Died Janr. the 1st. 1795. In the 60th. year of her Age.
 Scipio a Negro Died Janr. the 1795. Advanced in years.
 Mary Wiswell the Widow of Oliver Wiswell, Died Janr. the 9th. 1795. Just entered the 90th. year of her Age.
 Mary Topliff the Daughter of Deacon Samuel Topliff & Mary his Wife, Died Janr. the 12th. 1795. In the 33d. year of her Age.
 Hopestill Leeds Died Janr. the 14th. 1795. In the 93d year of his Age.
 Mary-Ann Humphrey the Daughter of Henry & Abigail Humphrey, Died Janr. the 23d. 1795. In the 23d. year of her Age.
 Nathaniel the Son of Caleb & Eunice Williams, Died Febr. the 17th. 1795. In the 2d. year of his Age.
 Ruth the Widow of John Humphrey Died Febr. the 28th. 1795. In the 78th. year of her Age.
 Lemuel Bird the Son of Thomas & Mary Bird, Died March the 2d. 1795. In the 32d. year of his Age.
 Daniel Fearn Died March the 14th. 1795.
 William the Son of James & Esther Davenport, Died April the 1st. 1795.
 John Davenport the Son of Joseph & Mary Davenport, Died April the 10th. 1795. In the 23 year of his Age.
 Lois the Daughter of James & Elizabeth Humphrey, died very suddenly June the 9th. 1795, being drowned in a Pit. She was four years & six Days old.
 John Humphrey Died June the 13th. 1795. In the 47th. year of his Age.
 Harris the Son of Joseph & Abigail Clap, Died July the 11th. 1795. In the second year of his Age
 Edward-Lathrop the Son of Samuel Pierce Junr. & Polly his Wife, Died July the 1795.
 Fanny Tilestone the Daughter of Timothy & Hannah Tilestone, Died July the 12th. 1795. In the 21st. year of her Age.
 John Wales Died July 31st. 1795. In the 68th. year of his Age.
 Mason the Son of Elisha & Lydia Turner, Died August the 22d. 1795. In the 2d. year of his Age.
 Rebecca the Wife of Joseph Marshall Died August the 1795. soon after her being delivered of a Still Born Child.
 Hannah the Daughter of Capt. Thomas Williams & Elizabeth his Wife, Died August the 29th. 1795 in the 2d. year of her Age.
 Jonathan Leeds Died Sepr. the 1st. 1795. In the 56th. year of his Age.
 Charles the Son of Reuben & Elizabeth Blake, Died Sepr. the 1795.
 James Withington Died Sepr. the 20th. 1795.

- Mary the Daughter of Thomas & Davenport, Died Sepr. the 1795.
 Drusilla the Daughter of Samuel & Frances Champney, Died Sepr. the 29th. 1795.
 Lemuel White the Son of John & Mary White Died Octr. the 6th. 1795. In the 17th. year of his Age.
 Lucy Fenno the Daughter of Isaac & Mary Fenno, Died Octr. the 14th. 1795.
 Deborah Wheeler the Widow of Jerahmeel Wheeler, Died Octr. the 15th. 1795.
 Sarah the Wife of Ephraim Mann, Died Octr. 16th. 1795.
 Russell the Son of David & Elizabeth Pratt, Died Octr. 19th. 1795. In the fourth year of his Age.
 A Daughter of William & Sarah Mann Died August the 14th. another Daughter of theirs Died August the 15th. & a third Daughter of theirs Died August the 19th. 1795. All of them Born August 13th. 1795.
 Polly the Daughter of John and Dorcas De Luce, Died Octr. the 1795.
 Mercy the Wife of Henry Morto Died Novr. the 1795.
 Betsee the Daughter of Lemuel & Elizabeth Blackman, Died Novr. the 20th. 1795.
 Lois the Daughter of Isaac-Newcomb Field & Johanna his Wife Died Octr. the 10th. 1795. Aged 13 Months.
 Edward-Vose Baxter the Son of Edward Willard Baxter & Esther his Wife Died Octr. the 4th. 1795. In the 2d. year of his Age.
 Edward the Son of Lemuel & Elizabeth Collier, Died Novr. the 1795. In the 5th. year of his Age.
 Mary-Adams the Daughter of Jonathan & Mary Blackman, Died Decr. the 19th. 1795. In the 5th. year of her Age.
 Miriam the Widow of Moses Billings Died June the 29th. 1795. In the 90th. year of her Age.

1796.

- John McDaniel Died Janr. 1796.
 Lucy Preston the Widow of Edward Preston & Daughter of the Revd. Jonathan Bowman, Died Febr. the 1796. In the 62 year of her Age.
 Hannah Evans Died March the 26th. 1796.
 Barnard Capen Died April the 8th. 1796. In the 68th. year of his Age.
 Isaac Fenno Died April the 24th. 1796.
 Ebenezer the Son of Ebenezer & Elizabeth Jones Died May the 4th. 1796.
 Thomas Cox the Son of Samuel Cox, Died May the 1796.
 John Keith Died June the 7th. 1796.
 Robert the Son of Samuel Blackman Junr. & Elizabeth his Wife, Died June the 1796.
 Richard Clark Died Sepr. the 1796.
 Dorcas the Wife of John De Lucy Died Sepr. the 26th. 1796.
 Barnard the Son of John Tolman Junr. & Ann his Wife, Died Octr. the 6th. 1796.
 Samuel Pierce Junr. Died Octr. 17th. 1796. In the 31st. year of his Age. Mo. He was struck over board by the Boom of the Boat & was drowned.
 John Munroe Died Octr. 19th. 1796. In the 49th. year of his Age.
 Sarah Clap the Widow of Nathaniel Clap Died Novr. 2d. 1796. In the 75th. year of her age.
 Samuel the Son of John & Sarah Williams Died Novr. the 20th. 1796.
 William the Son of Joseph Marshall, Died Novr. the 1796.

Rebecca the Daughter of William & Munroe, Died Decr. the 1796.

Thomas Mosely Died Decr. the 23d. 1796 In the 69th. year of his Age.
Nancy the Daughter of John & Lucy Davenport, Died Decr. the 18th. 1796.

Thomas Baker Died Decr. the 1796.

Mrs. Mary Baker Died Dec. 9 — 1796 aged 55 years with the small pox —

1797.

Sarah the Wife of James Robinson Died Janr. 22d. 1797. In the 61st. year of her age.

Elizabeth the Widow of John Armstrong Died Febr. the 9th. 1797.

Mary the Daughter of Abiathar & Wilson Died April the 14th. 1797.

John-Robinson the Son of Abraham & Susanna Gould, Died May the 1797.

Sarah the Wife of Samuel Payson Jr. Died May 16th. 1797.

Caroline the Daughter of Samuel & Polly Richards, Died June the 3d. 1797.

Otis the Son of Abraham & Lois Pierce, Died June the 1797.

The Widow Margaret Lewis Died June the 15th. 1797. Aged about 94 years.

John Hill a Man from England Died in the Town July the 1797.

A Child of Prince & Mary Darby, Died July the 1797.

Clarissa the Daughter of John & Hannah Preston, Died July the 1797.

On the 16th. of July 1797 John-Jacob Klein a Prussian, was found Dead in Dorchester.

A Daughter of Samuel Glover Junr. & Patty his Wife Died August the 13th. 1797. An Infant.

Martha the Wife of John Minott Died August the 13th. 1797.

Stephen-Bird the Son of James Baker the 3d. & Martha his Wife, Died August 21st. 1797.

Susanna the Daughter of Elisha & Lydia Turner, Died Octr. 19th. 1797. Not a Month Old.

Clarissa the Daughter of Thomas Leeds Junr. & Mary his Wife, Died Octr. the 1797.

Betsy White Died Novr. the 1797.

Nathaniel Tilestone Died suddenly Decr. the 1797.

Elizabeth the Wife of Coll. Samuel Pierce, Died Decr. the 18th. 1797. In the 54th. year of her Age.

1798.

Elizabeth the Wife of Joseph Withington, Died Janr. the 1798.

Ebenezer Pope Died Febr. the 1798.

Rachel the Daughter of Edward & Rachel Robinson, Died Febr. the 19th. 1798.

Rachel Davenport Died March 6th. 1798. Aged 59.

Mary the Widow of Jeremiah Blake, Died March 14th. 1798. In the 81 year of her Age.

Debbey Perkins Died in Dorchester March the 28th. 1798.

Stephen the Son of Stephen & Hearsey, Died May the 9th. 1798.

Ebenczer Baker Died May the 24th. 1798. In the 55 year of his Age.

Jerusha the Wife of John Leeds, Died June the 15th. 1798.

James Boies Died July the 1798.

George Vose Died suddenly July 17th. 1798.

Joseph Bird Died August 5th. 1798. In the 78th. year of his Age.

Thomas Clap Died August 11th. 1798. In the 86th. year of his Age.

Moscs Blackman Died suddenly August 15th. 1798.
 John Leeds Junr. Died August 16th. 1798.
 Anson the Son of Edward & Hannah Glover, Died Sepr. the 1798.
 William the Son of Joseph and Esther Marshall, Died Sepr. 27th. 1798.
 Abigail Henshaw the Widow of Nathaniel Henshaw, Died Octr. 7th. 1798.
 Benjamin Pierce Junr. Died Octr. 8th. 1798.
 Betsey the Daughter of Samuel Leeds Junr. and his Wife, Died Octr. the 14th. 1798.
 Polly the Wife of Patrick McGarwin Died Octr. the 1798.
 Elizabeth the Daughter of William & Elizabeth Tolman, Died Octr. the 1798.
 Jemima the Wife of Trott, Died Novr. 1st. 1798.
 Ruth the Daughter of John Morse, Died Sepr. 20th. 1798.
 Elizabeth the Daughter of John Morse, Died Febr. 26th. 1798.
 Sarah the Wife of John Trescott, Died Novr. the 7th. 1798.
 Sarah the Wife of Thomas Lyon, Died Novr. the 1798.
 Flavel the Son of Edward & Polly Foster, Died Novr. the 1798.
 Jemima Smith, Died Novr. the 1798.
 John Baker Died Novr. the in the 84 year of his Age.
 James the Son of James & Polly Tolman, Died suddenly Decr. 21st. 1798.
 Hannah Bradley the Widow of John Bradley, Died Decr. the 1798.
 A Child of Stephen & Nancy Wales Died Novr. 20th. 1798.

1799.

Elizabeth Blackman Died Janr. 16th. 1799.
 A Child of Nathaniel & Sarah Topliff dead Born Janr. 1799.
 Clarissa the Daughter of Samuel & Capen, Died Janr. 27th. 1799.
 Mary Kelly Widow Died Febr. 28th. 1799. Advanced in years.
 Joseph Humfrey Died March 1799. Advanced in years.
 A Child of Lemuel & Polly Tolman Dead born March 4th. 1799.
 Zebulun Crane Died March 12th. 1799.
 Josiah Leeds Died March 14th. 1799.
 Hannah Tolman the Widow of John Tolman Died March 16th. 1799.
 Patience Sever the Widow of Wm. Sever Died March 15th. 1799.
 Isaac Davenport Died March 29th. 1799.
 Noah Clap Died April 10th. 1799.
 John Hannon Walker the Son of William & Walker Died April 25th. 1799.
 Loisa the Wife of James Noyes Died May 1st. 1799.
 Rachel the wife of Nathaniel Minott Died May 6th. 1799.
 Abigail the wife of Lemuel Spurr Died May 21st. 1799.
 Abner Clap Died May 25th. 1799.
 Abigail the wife of Ebenezer Mosely Died June 25th. 1799.
 the Son of Richard & Rebecca Trow Died July 4th. 1799.
 Charlotte the Daughter of Ebenczer & Mary Glover Died August the 10th. 1799.
 Sally Davenport Cox the Wife of Henry Cox Died August 30th. 1799.
 Rebecca Wetherby the Daughter of Elijah & Rebecca Tucker Died August the 29th. 1799.
 Mason the Son of Elisha & Lydia Turner Died August the 21st. 1799.
 A Child of John & Hannah Farrington Died September the 1799.
 Jacob Bird Died September the 16th. 1799.
 John Tolman Junr. Died Sepr. 22d. 1799. And his Child Died Sepr. 30th. 1799.

Lydia the Wife of Jonathan Stratton Died October the 1st. 1799.
 A Child of Daniel & Hannah Talbutt Died October 1799.
 Samuel How Died November 20th. 1799.
 A Child of Henry and Sally Cox Died Decr. 8th. 1799.
 Polly Clap Died Decr. 9th. 1799. Aged 20 Years —
 Benjamin Trott Died Decr. 30th. 1799.

1800.

Susannah the wife of David Clap Died January 27th. 1800.
 Samuel the Son of Samuel Payson Junr. and Lydia his wife Died January 27th. 1800.
 Mrs. Phillips a resident in this Town Died February 4th. 1800.
 James the Son of Samuel & Elizabeth Clap Died Suddenly February 18th. 1800. Aged 18 Years.
 Hannah the wife of John Farrington Died March the 7th. 1800.
 Ezekiel Leeds Died March the 21st. 1800 AE 65 years.
 Samuel Barrett was found Dead March 30th. 1800.
 Nancy the wife of Edward S. Leeds Died in Boston April 29th. 1800.
 Elizabeth Foster the widow of Wm. Foster Died May the 16th. 1800.
 the wife of Benjamin Simmons Died August the 2d. 1800.
 A Child of Samuel H. Everett was born and Died the same Day Sepr. 2d. 1800.
 A Child of Lemuel & Elizabeth Blackman Died September the 11th. 1800.
 Jonathan Triscott Died September 19th. 1800.
 Charles the Child of Frederick & Mary Pope Died September the 29th. 1800.
 John Wiswell Died October the 15th. 1800.
 Ezra Badlam the Son of Saml. & Rebecca Crehore Died October the 16th. 1800.
 A nurse Child Died at Timothy Field's Octr. 15th. 1800.
 Susannah Humfrey the Widow to John Humfrey Died October the 26th. 1800.
 Hannah the wife of Ezekiel Bird Died November the 3d. 1800.
 Sarah Trescott the Widow of Jonathan Trescott Died November the 10th. 1800.
 Benjamin Talbutt Died Novemr. the 28th. 1800.
 Benjamin Vincent residing in this Town Died December the 2d. 1800.
 Sarah the wife of Joseph Hawes Died December the 10th. 1800.
 Elijah Pope Died December the 11th. 1800.
 Albert the Son of Edward & Eunice Withington Died December the 18th. 1800. AE 9 Months.

BIRTHS.

1801.

Nancy the Daughter of John & Hannah Lemist was born January the 14th. 1801.
 Richard the Son of James and Polly Tolman was born Jany. 25th. 1801.
 Rachel Bird How the Daughter of Edward & Rachel Robinson was born January the 21st. 1801.
 Benjamin the Son of Benjamin and Susannah S. Talbutt, was born Novr. 28th. 1801 the same day its Father Died.

- John the Son of John & Hannah Mellish was born February the 4th. 1801.
- Mary Ann the Daughter of James & Esther Davenport was born
- Benjamin the Son of Benjamin D. Tolman & Ruth his wife was born Feb 4th. 1801.
- William the Son of Robert and Rebecca Randall was born
- Mary the Daughter of James & Elizabeth Clap was born
- Josiah the Son of Samuel Davenport and Elizabeth his wife was born Jany. 18th. 1801.
- Sally the Daughter of Ebenezer Tolman Jr. and Sally his wife was born Feby the 15th. 1801.
- Filender daughter of Thomas & Polly Munroe Augt. 2d 1801.
- John the Son of Oliver Everett Esq. and Lucy his wife, was born
- Mary the Daughter of Frederick & Molly Pope was born February the 25th. 1801.
- Mary Ann Humfrey the Daughter of Samuel Clap ters. & Sarah his wife was born Feby 19th. 1801.
- Henry the Son of Deacon James Humfrey & Elizabeth his wife was born April the 8th. 1801.
- Charles the Son of William & Sarah Pope was born April the 11th. 1801.
- Jonas the Son of Ebenezer Clap 3d: & Eunice his wife was born April the 15th. 1801.
- Elijah Lewis the Son of John & Lucy Davenport was born April the 1801.
- Elizabeth Lemmon the Daughter of Oliver and Lydia Glover, was born April the 11th. 1801.
- Elizabeth the Daughter of Joseph & Betsey Arnold was born
- James White the Son of Esquire Leonard and Elizabeth his wife was born May the 11th. 1801.
- Joseph the Son of Joseph Clap Junr. & Betsey his wife was born July 6th. 1801.
- Mary Dixson the Daughter of Chandler & Polly Russel was born July the 5th. 1801.
- John Leeds, the Son of David & Susanna Johnson was born July 28th. 1801.
- Jesse the Son of Ephraim & Zibiah Davenport was born Augt.
- Philander Hill the Daughter Thomas Munrow Junr. & Mary his wife was born Augt. 8th. 1801.
- James the Son of Samuel Topliff Jr. and Anna his wife was born Augt. the 1801.
- William the Son of Josiah & Anna Leeds, was born Septr. the 18th. 1801.
- Abijah White & Ebenr. White, the twins of Joseph W. Withington and Elizabeth his wife were born November the 11th. 1801.
- Samuel, the Son of Samuel Tolman Junr. & Rachel his wife was born October the 7th. 1801.
- Mary Ann, the Daughter of Oliver & Ann Jordan, was born Decr. 4th. 1801.
- Stephen, the Son of Thaddeus & Polly Studson was born Decr. 1801.
- Joseph Warren, the Son of Capt. Saml. B. Lyon & Mary his wife was born Decr. 1801.
- George the Son of Edward S. Leeds, & Polly his wife, was born
- Sarah Holden the Daughter of John & Sarah Holden was born March 16th. 1801.
- Amos, the Son of Amos & Ruth Hearsey was born January the 29th. 1801.
- Elizabeth the Daughter of David O. Bodge & Sally his wife was born December the 11th. 1801.

Russell Glover & Stephen Glover the Sons of Saml. K. Spurr & Hitty his wife born November the 10th. 1801.

Mary Dix the Daughter of Abigail Bird born August 8th. 1801.

Mary the Daughter of Jonathan & Jane Balkman Born April 25th. 1801.

William the son of Jeremiah & Susannah McIntosh born April 13th. 1801.

Elizabeth the Daughter of Nathl. & Elizabeth Minott was born Septr. the 20th. 1801.

1802.

Charles, the Son of Benjamin and Lilly Bird was born January 8th. 1802

Elizabeth Williams the Daughter of William and Sarah Mann, was born Jany.

Lydia the Daughter of Nathaniel & Lydia Tolman, was born January 10th. 1802.

Lydia the Daughter of Samuel Payson Jr. and Lydia his wife, was born Jany. 12th. 1802.

Oliver Billings the Son of George and Eunice Minott was born January 12th. 1802.

James, the Son of Jonathan & Abigail Steward, was born January
Sally Humfrey the Daughter of Elisha Tobey was born January the 1802.

Caroline, the Daughter of Ezekiel & Sally Holden was born Feby the 5th. 1802.

James the Son of Samuel Clap ters. & Sarah his wife was born March 27th. 1802.

Mariah the Daughter of Wm. & Elizabeth Tolman was born April the 1802.

Sarah daughter of John & Sarah Delano June 6th. 1802.

Walter the Son of Daniel and Polly Wiswell was born April the 27th. 1802.

Susannah Humfrey the Daughter of David & Azubah Clap was born May 10th. 1802.

Isaac Newcom the Son of Ebenezer and Sarah Davenport was born May 1802.

Timothy the Son of John & Jemima Coxsil was born May the 1802.

Clarisa the Daughter of Samuel and Miriam Capen was born May 30th. 1802.

Nabby the Daughter of Solomon & Rachel Hall was born May the 18th. 1802.

Asa son of Benjn. and Luranna Leonard born Octr. 3d. 1802.

Susannah the Daughter of Richard & Susannah Hall, was born June 11th. 1802.

Edward the Son of Edward & Rebecca Preston was born Augt. 25th. 1802.

Isaac the Son of Isaac & Mary Withington was born Augt 21 — 1802.

Mary the Daughter of John & Hannah Preston was born Octr. 1802.

Wm. Holden the Son of Benjamin D. Tolman & Ruth his wife was born Sept. 12th. 1802.

Charles the Son of Edward Glover Junr. & Hannah his wife was born

Charles the Son of Jonathan & Susanna Bridgham was born Septr. 12th. 1802.

Caleb, the Son of Caleb Williams and Eunice his wife was born Octr. 1802.

Eliza the Daughter of Frederick & Molly Pope born Decr. 1st. 1802.

George the Son of Nathaniel & Elizabeth Minott was born October Augt. 5th. 1802 [*sic*].

John the Son of Joseph & Hannah Wild was born October 1802.

Nancy Glover the Daughter of Stephen & Nancy Wales was born Octor. 10th. 1802.

John the Son of John & Lucy Davenport was born October the 3d. 1802.

Joanna the Daughter of Samuel Gibson and Elizabeth his wife was born

Martha White the Daughter of Cyrius & Polly Balkum, born April 23d. 1802.

Sally Richards the daughter of William and Mary Sumner was born Augt. 6th. 1802.

George the Son of Richerson was born

Elijah Pope the Son of William & Katy Vose was born Novemr.

Charles the Son of Alexander Glover Ters. & Jemima his wife was born Novemr. 10th. 1802.

Samuel the Son of Daniel & Sally Davenport was born Octr. 31st. 1802.

Elisha the Son of Thomas & Sarah Moseley was born December the 4th. 1802.

Caroline daughter of Ezckiel & Sarah Holden Feby. 1st. 1802.

Hannah Glover, the Daughter of Joseph & Abigail Lewis was born Novr. 21st. 1802.

James the Son of James & Betsey Clap born October 1802.

Ann the Daughter of James Baker 3d. 1802.

Eliza the Daughter of Frederick & Molly Pope Novr. 1802.

Saml. the Son of Henry K. Bailey & Betsey his wife born Sept 8th. 1802.

William Vose, the Son of Thomas Munrow Junr. & Mary his wife was born

1803.

John Pierce, the Son of Ebenezer Clap Junr. & Eunice his wife was born February 12th. 1803.

Charles Grandison, the Son of Lewis & Mary Fisher was born Feby. 1803.

Henry William, the Son of John and Hannah Mellish was born February the 3d. 1803.

Sarah, the Daughter of John & Sarah Holden was born April the 23d: 1803.

Alfred the Son of William Munrow Junr. and Esther his wife was born

Lenoria the Daughter Benjamin S. Munrow & Catharine his wife was born March 2d. 1803.

Joanna Easte the Daughter of Isaac Talbutt & his wife was born May 1803.

Fanny the Daughter of Lewis & Fanny Leach was born March the 25th. 1803.

George Lewis, the Son of George & Lois Fisher born February 23d. 1803.

Roxanna daur. of Benjn. and Luranna Leonard born March 19th. 1803.

Enos, the Son of Isaac & Francis How was born 1803.

Edward Vaughn son of Amos and Ruth Hearsey Jan. 31 1803.

William the Son of Abraham & Susanna Gould was born May the 1803.

Stephen the Son of Stephen & Susanna Holden was born May 6th. 1803.

George the son of Oliver and Lydia Glover born May 21 — 1803.

Lucy the Daughter of Unite & Jerusha Blackman was born June the 1803.

- Francis the Son of James and Hannah Lewis was born July 1803.
 Hannah Badlam Tileston, the Daughter of Richard & Rebecca Trow was born July the 1803.
 Joanna Davis the Daughter of James & Drusilla Gleason, Born July 1803.
 Mary Lee the Daughter of Oliver & Lydia Glover was born Augt. April 23 1803 [sic].
 Joseph Pratt the Son of Saml. Tolman Junr. & Rachel his wife was born July 7th. 1803.
 Anna the Daughter of Josiah & Anna Leeds was born August the 1803.
 Martha White the Daughter of Cyrus & Polly Balkum was born 1803.
 Lucy the Daughter of Elisha and Turner was born Augt. 1803.
 Fanny Gerald daughter of Timothy Field Feby 28th. 1803.
 Mary the Daughter of Joseph and Betsey Arnold was born Augt. 1803.
 William the Son of Ebenr. Wales Junr. & his wife was born Sept. 1803.
 Sarah the Daughter of Nathl. & Sarah Topliff was born Sept the 17th 1803.
 Mary Ann the Daughter of James & Esther Davenport was born Sept 1803.
 Matilda Catharine Magee the Daughter of John & Mary Farrington was born Sept the 1803.
 John Lecain son of Ezekiel & Sarah Holden Decr. 22d. 1803.
 Ebenezer Robinson the Son of John & Anna Moise was born Sept 1803.
 Sally the daughter of Stephen & Hannah Pierce born May 25th. 1803.
 Sarah, the Daughter of Aaron Spear was born Sept the 1803.
 Samuel the Son of Saml. Topliff Junr. & Anna his wife was born Novr. 17th. 1803.
 Esther the Daughter of Joseph & Esther Marshal was born
 Theophilus Capen the Son of David & Azubah Clap was born Decr the 1st. 1803.
 James son of Wm. and Lucinda Dorr Feb 26th. 1803.
 Harriett the Daughter of Ephraim & Zibiah Davenport was born Novr. the 1803.
 William son of Capt Thomas & Polly Munroe Jany 25th. 1803.
 Jane the Daughter of Oliver and Ann Jordan was born November the 25th. 1803.
 Caroline the Daughter of Saml. H. Everett and his wife was born
 Mary Davenport the Daughter of George & Eunice Minott was born August the 27th. 1803.
 Mary the Daughter of Obadiah & Susannah Johnson was born December 15th. 1803.
 Nathaniel Henry — the Son of Nathl. & Peggy Cross was born
 Amasa Jordan the Son of Edward S. Leeds and his wife was born Decr. 1803.
 Elliot Vaughn the Son of Amos & Ruth Hearsey, was born January the 31st. 1803.
 Sarah the Daughter of Samuel Clap ters. & Sarah his wife was born October 4th. 1803.
 Charles the Son of Joseph & Elizabeth Capen was born December the 1st. 1803.
 Dolly dau of James and Abigail Mayo Oct. 18th. 1803.
 Adeline Eliza, Daughter to Oliver & Elizabeth Billings Jr. Born March 18th. 1803.
 Henry the Son of Jonathan & Jane Blackman born October 28th. 1803.

Emila Johnson the Daughter of Calvin & Bird born January 1803.
 Sarah Preston, the Daughter of Danl. & Sarah Withington born Jany 1803.
 Sarah Baker the Daughter of Joseph & Mehitabel Howe born March 1803.
 Charles the Son of Jonathan Hall born April
 Ann the Daughter of Wm. & Sarah Pope born October 5th. 1803.

1804.

Mary Dunster the Daughter of Lemuel and Elizabeth Crane born Jany. 4th. 1804.
 Ebenezer, the Son of Ebenr. Tolman Junr. & Sally his wife, was born Jany the 9th. 1804.
 Rebecca Mann the Daughter of Leml. Spear & his wife was born February the 1804.
 Laura —— the Daughter of Samuel Richards, & Molly his wife Born February 21. 1804.
 James Henry the Son of John and Hannah Lemist was born Feby 29th. 1804.
 Sally Loring the Daughter of John Deluce and his wife was born Feby 1804.
 Fanny Tileston the Daughter of Joseph Clap Junr. & Fanny his wife was born February the 29th. 1804.
 Mary the Daughter of James McIntosh & Polly his wife was born Feby 26th. 1804.
 Bernard the Son of Joseph & Sally Ford was born February 23d. 1804.
 Eliza — the Daughter of Richard Hall Junr. & Susanna his wife born March the 9th. 1804.
 Elisha Davenport the Son of Daniel & Lydia Pierce born March 15th. 1804.
 George the Son of Moses & Hannah Everett, born March the 1st. 1804.
 Saml. Davenport the Son of Benjn. C. McElroy & Lydia his wife of Boston, born March 1804.
 Mary Francis —— the Daughter of Saml. and Lydia Payson born March 1804.
 Lucy Vose the Daughter of Lewis Leach and Fanny his wife born March 29th. 1804.
 John Bulmar the Son of Saml. & Lydia White born March the 1804.
 Hannah the Daughter of Frederick & Molly Pope born April 13th. 1804.
 Elvira the daughter of William & Mary Sumner born June 16th. 1804.
 John Barrett Hamet the Son of Paul & Patience Lambert born April 1804.
 Mary Nash, the Daughter of Solomon & Rachel Hall, born March 29th. 1804.
 the Daughter of Edward & Preston born 1804.
 Sally, the Daughter of Edward & Rebecca Preston, was born Novr. 3d. 1804.
 Betsey Arnold daughter of John & Sarah Deleno Jany 1t. 1804.
 Henry the Son of Henry Messenger & his wife, residing in the Town Born July 1804.
 Eliza, the Daughter of Elisha Lapham & his wife Born July 2d. 1804.

- Elizabeth daur. of Wm. & Lucinda Dorr Nov 20th. 1804.
 Abraham, the Son of Abraham & Lois Pierce born July the 1804.
 Mary Ann daughter of Edmund & Ann Tileston born May 29-1804.
 Barnabas & Harriot Hollis Children baptized, Named Elizabeth Jenkins, and Harriot, Elizabeth born — Harriot born Augt. 1804.
 Daniel, the Son of William & Elizabeth Tolman born August the 9th. 1804.
 John Alexander, the Son of the Revd. Mr. Harris and Mary his wife Born Augt, 17th. 1804.
 Saml. Capen the Son of Samuel & Ann Clap Junr. was born Nov 11th 1804.
 Elizabeth the daughter of Isaac Withington and Mary his wife born August 30-1804.
 Edward the Son of Capt Edward & Elizabeth Pierce born September the 5th. 1804.
 Mary the Daughter of Lewis Fisher & his wife born Octr. 1804.
 Edmund James the Son of Edmund & Betsey Baker born Novr. 15 1804.
 Isaac Ambrose the Son of Isaac Howe Jr. & Fanny his wife born Novr. the 20th. 1804.
 William the Son of Stephen & Susanna Holden born
 Ira the son of Jacob and Joanna Foster born June 15th. 1804.
 Mary the Daughter of Richard and Rebecca Trow born Decr. 4th. 1804.
 Elizabeth Harris Rogers the Daughter of Thomas E. Munrow & Rebecca his wife born Decr. 1804.
 Mary the Daughter of Benjamin D. Tolman & Ruth his wife born 1804.
 Adeline the Daughter of Samuel & Rachel Tolman born Decr. 1st. 1804.
 Charles Oliver the Son of Saml. & Elizabeth How born Decr. 1804.
 William Vose the Son of Thos. Munrow Junr. & Polly his wife born Decr. 15th. 1804.
 Sarah Bailey, the Daughter of Nathl. & Sarah Minott Decr. 29th 1804.
 Leucetia the Daughter of John and Hannah Mellish born October 19th. 1804.
 Abigail Bernard the Daughter of Danl. & Sally Davenport born Decr. 25th. 1804.
 Eliza the Daughter of Nichols & Sarah Ford born Decr. 12. 1804.
 Ezra Glover, the Daughter [*sic*] of Samuel K. Spurr & his wife born May 25th 1804.
 Thomas Cox the Son of Capt. Henry Cox & Betsey born May 16th. 1804.
 Edward, the Son of George & Lois Fisher born April 19th. 1804.
 Amariah, the Son of Saml. & Zuba Williams born Octr. 23d. 1804.
 Eleazar Johnson the Son of Eleazar & Jerusha Bispham born Sept. 17th. 1804.
 Ebenr. the Son of Ebenr. & Glover born March 1804.
 Sarah the Daughter of James & Blackman, born March 1804.
 Analine the Daughter of Elijah & Jordan born March 1804.
 Benjn. the Son of Benjamin & Lily Bird born April 1804.
 Hannah the Daughter of Frederick & Mary Pope born Apl. 13th: 1804.
 Beulah the Daughter of John & Holden born June 1804.
 John the Son of Alexander & Jemima Glover born Sept. 28th. 1804.
 Freeman the Son of Isaac N. Field & his wife born October 1804.
 Mary Ann born April 3d. 1804 Daughter of Thos. & Eunice Crehore.

1805.

- Edmund Pitt son of Edmund & Ann Tileston born Augt 11 1805.
 Mary Ann the Daughter of Jonathan and Abigail Seward, born Jany. 1805.
 Ann the Daughter of Mather & Sarah Withington born January the 10th. 1805.
 Rachel the Daughter of Alexander Glover Junr. & his wife born Jany
 Amos James son of Amos and Ruth Hearsey April 27th 1805.
 Oliver the Son of William & Vose was born 1805.
 Stilman son of Samuel and Hannah Stone born Aug. 26-1805.
 Calvin the Son of John & Lucy Davenport born Jany the 11th. 1805.
 Elisha Tobey the Son of Elisha Tobey & his wife born February 1805.
 Unite the Son of Unite and Jerusha Blackman born February the 1805.
 John son of John and Sarah Deleno Nov 8th. 1805.
 Caroline the Daughter of John and Sarah Pope born December 3d. 1805.
 Ann Caroline the Daughter of Joseph & Ann Gardner born June the 4th. 1805.
 Albert the Son of William & Katy Vose born Jan. 1805.
 Mary the Daughter of Saml. & Mary Thompson born July 19th. 1805.
 Joanna Harriott, Daughter of Henry and Joanna Gardner born July 16th. 1805.
 Ann Vose the Daughter of Jesse Fowler & his wife born Sept 4th. 1805.
 Hester Eliza Gill, the Daughter of Stephen & Pierce born March 8th. 1805.
 Lucy Davis the Daughter of Lemuel & Elizabeth Crane born Deeember 24th. 1805.
 Elizabeth the Daughter of Samuel Clap 3d. & Sarah his wife born February 14th. 1805
 Elizabeth Foster the Daughter of Abraham & Gould born March 1805.
 Elizabeth the Daughter of James & Elizabeth Clap born March 1805.
 Lemuel the Son of Lemuel & Mary Tolman born March the 1805.
 Ann the Daughter of Joseph Pierce and Ann his wife residing in Dorchester born April the 1805.
 Joanna the Daughter of Atherton Tucker & his wife born May 1805.
 Hannah Babcock, the Daughter of Reuben and Elizabeth Blake, born Sept. 16th. 1805.
 Mary the Daughter of Thaddeus, and Mary Studson born May the 1805.
 Ellis the Son of Eleazer Baker & his wife born May 1805.
 Mary Pope the Daughter of Cyrius & Polly Balkum born July 31st. 1805.
 Thomas son of Seth and Sarah Elizabeth Briggs born Decr. 9th. 1805.
 Samuel the Son of Samuel White & his wife born June 1805.
 Charles M. the Son of Mark Hollingsworth was born August 7th. 1805.
 James the Son of Joseph Arnold & Betsey his wife born June 1805.
 Bethiah the Daughter of Chandler R. Russel & his wife born July 1805.
 Elizabeth W. daughter of Joseph & Sarah Ford July 11 — 1805.
 Lucy the Daughter of Ebenr. & Eunice Clap born July the 1805.
 Harriott the Daughter of Henry & Joanna Gardner, born July 16 — 1805
 Roanna the Daughter of Calvin Bird & his wife born

- Easter Cristie the Daughter of Edmund M Smith & his wife
 born July the 1805.
 Rachel the Daughter of William & Sarah Pope born Augt. 3d. 1805.
 Thomas Oliver the Son of Oliver Glover & Lydia his wife born July 5
 1805.
 Mary Pope the Daughter of Cyrus & Polly Balkum born Augt
 1805.
 Leml. the Son of Saml. Gibson and his wife born Augt.
 1805.
 Mary Ann the Daughter of Wm. King & his wife born Augt.
 1805.
 John the Son of John & Anna Moies born August 1805.
 Elizabeth Williams the Daughter of Joseph & Ford born July
 1805.
 George the Son of Edwd. S Leeds and his wife born Sept.
 Daniel the Son of Daniel & Lydia Pierce born
 Hannah Topliff the Daughter of Asa Richerson & his wife
 born Sept. 1805.
 Abigail Jackson the Daughter of Saml. & Miriam Capen born Augt.
 23d: 1805.
 John the Son of Jonathan Pierce Junr. and Eunice his wife born Sept.
 21st. 1805.
 Sarah the Daughter of John & Sarah Pope was born December the
 1805.
 Aaron Davis the Son of John Capen the 7th and Rebecca his wife born
 December 5th 1805.
 Albert the Son of Wm. & Katy Vose born February 1805.
 Saml. the Son of Euclid & Jane Tileston born February 26 1805.
 Elizabeth Badlam the Daughter of Edward & Polly Sharp born March
 1805.
 George the Son of Edwd. & Nancy Haines born April 1805.
 Mary Ann, the Daughter of Joseph Howe & Melitabel his wife born
 May 1805.
 Elizabeth Baker the Daughter of Saml. & Topliff born June
 1805.
 Elizabeth the Daughter of Squire Leonard & his wife born June
 1805.
 Elizabeth Williams the Daughter of Joseph Ford & Sarah his wife July
 11th 1805.
 John Watson the Son of Barnabas Hollis & his wife August
 1805.
 Mary the Daughter of Leml. Spear & his wife August 1805.
 Mary & Lucy the daughters of Saml. Baker Junr. & his wife Sept
 1805.
 Albert Ebenr. the Son of Ebenr. Homes & his wife born Sept
 1805.
 Hannah Babcock the Daughter of Reuben & Elizabeth Blake born Sept
 1805.
 Amelia Tileston the Son [*sic*] of John Farrington & Mary his wife born
 Sept 1805.
 Ann Larkin the Daughter of Sam Clap 2d & Ann his wife born Novr.
 11- 1805.
 Hannah the Daughter of Danl. Haven & his wife born Novr.
 1805.
 Sarah Blake the Daughter of Charles Ford & Lois his wife born Sept
 15th 1805.
 Ann the Daughter of Elisha Turner & Lydia his wife born Novr.
 1805.
 Charlotte Elizabeth the daughter of Benjn. Lyon & his wife Novr.
 1805.

Delice the Daughter of Wm. Munrow & his wife born Decr.
1805.
Albert the Son of Joseph & Katy Foster born Decr. 1805.
Lucy Martin the Son of Martin Ballou & his wife born Decr.
1805.
Francis the Son of Ezekiel Holden & Sarah his wife born Sept 25th.
1805.
Albert Pliny the Son of Ebenezer & Alice Dagget born October 15th.
1805.
Wm. Thomas, Son of Henry K. Bailey & Betsey his wife born April
3d. 1805.
Charles Everett the Son of Charles Toothaker and his wife
born *

1806.

Ambrose the Son of Ephraim Davenport & Zibiah his wife born Feb-
ruary the 1806.
Thomas Glover the Son of Josiah Leeds & his wife born Feb-
ruary the 1806.
Jacob the Son of Elisha Tobey & Sally his wife born Feb-
ruary the 10th. 1806.
Charles Blackman the Son of Willm Conn & his wife born
February 1806.
Charles Richmond, the Son of Charles Lincoln and his wife
born 1806.
David the Son of David & Azubah Clap born February the 6th 1806.
James Winthrop the Son of Revd. Thaddeus Mr Harris & Mary his wife
born March 21st 1806.
Frederick the Son of Frederick and Molly Pope born March 28th.
1806.
Samuel the Son of Joseph & Marshall born March 1806.
Charles & Mary the Children of Danl. & Ann Withington, born March
20th 1806.
Mary Swan the Daughter of John W. Munrow & Sally his wife born
April 1806.
Henry Prentice the Son of Francis Deluce & his wife born
1806.
Matthew the Son of Benjamin & Lillie Bird born April 1806.
Stephen Augustus, the Son of Stephen & Hannah Robinson born May
3— 1806.
Mary Francis, the Daughter of Samuel & Lydia Payson born May
1806.
John Osborn the Son of John Baker Junr. & his wife, born
June 1806.
Hannah Hall the Daughter of Nichols and Elizabeth Ford born June
1806.
Katharine, Moses Warren, & Caroline Children of Moses Wentworth,
were Baptized † July 6th. 1806.
Eloisa the Daughter of James & Hannah Lewis born July 1806.
Edward How the Son of Paul & Patience Lambert born July 1806.
Asa Payson & Samuel Smith, Benjamin and Eliza Lyon's Children
Baptizd July 6th.
Saml. Gore Son of Daniel & Polly Tower in private, July 13th. 1806.
Mary the Daughter of George & Lois Fisher born August 31st. 1806.
Rebecca Mason, the Daughter of Nehemiah S Snow & Betsey his wife
was born July 28th. 1806.

* Doubtful if 1805 or 1806.

† From this point births and baptisms are mixed in a most irregular and troublesome manner.

- Charlotte the Daughter of Ebenezer Tolman Junr. & Sally his wife
was born July 14th. 1806.
- Ebenezer the Son of Rufus Harrington & his wife born July
1806.
- Warren, Washington Hancock the Son of Samuel & Polly Richards
born July 1806.
- Lydia Elizabeth the Daughter of Samuel & Lydia White born Augt.
1806.
- Clarisa the Daughter of David & Susannah Johnson born Augt. 1st.
1806.
- Rufus Seaver the Son of Rufus & Peggy Kilton born Augt. 17th.
1806.
- Hannah the Daughter of Joseph Clap Jr. and Betsey his wife born
Aug 26 — 1806.
- William Draper, the Son of Nathaniel & Tileston born Sept
1806.
- Eliakim the Son of Widow Jerusha Blackman, in private, born Sept
1806.
- William Holden the Son of Benj D. Tolman & Susannah his wife, born
Sept. 1806.
- Lydia Holbrook, the Daughter of Saml. H. Everett and his wife
born Sept. 1806.
- Luther Warren Pope an Adult &c.
- Rebecca Trescott his Daughter born 1806.
- Edwin the Son of John & Hannah Lemist born October 14th 1806.
- Lydia Bowman, the D of Edmund & Elizabeth Baker Born Feb 28
1806.
- Louisa Bourne the Daughter of Benjamin and Dorcas Simmons, born
October 1806.
- Abraham Son of
Martha, Daughter of
Samuel the Son of
Baptized at the South Meeting house Novr. 3d the first Sunday of
Meeting.*
- Sarah the Daughter of Eleazer and Baker born November
1806.
- Leml. Badlam the Son of Leml. & Sarah Shepherd born Novr. 1806 —
Oct 15 — 1806.
- Susannah Badlam the Daughter of Shubael & Patience Mansfield, born
Novr. 1806.
- Harriot Thatcher the Daughter of Seth & Thayer born November
1806.
- Almira the Daughter of Capt Foster born November 1806.
- Eliza the Daughter of Samuel & Rachel Tolman, born Octr. 29th.
1806.
- Mary Wales, the Daughter of Thomas J. Tolman & Hannah his wife
born November 10th. 1806.
- George the Son of Oliver Jordan & Ann his wife born November 20th.
1806.
- Sarah Elizabeth, the Daughter of Edward & Polly Sharp, born Decr.
1806.
- Harriott the Daughter of Saml. & Sarah Clap 3d. born December 16th.
1806.
- Susannah the Daughter of Stephen & Susanna Holden born Decr.
1806.
- Abigail daughter of James & Abigail Mayo born August 13 —
1806.

* This refers to last six entries.

Elizabeth Hinkley the Daughter of Thaddeus & Polly Studson, born Decr. 1806.
 Edward Vose the Son of Thos. Munrow Jr. and Mary his wife born Decr. 8th. 1806.
 Sarah the daughter of William and Sarah Swan born May 10th. 1806.
 Charles } Children of Daniel and Ann Withington born March 28th.
 Mary } 1806.
 Lydia the Daughter of Benj C. McElroy & his wife born March 1806.
 Otis the Son of Joseph Capen & his wife born September 29th. 1806.
 Eliza, Daughter of Henry K. Bailey & Betsey his wife born Decr. 2d. 1806.

1807.

Mary Vose the Daughter of Lewis & Fanny Leach born Decr. 4 1807. —
 Lewis } Children of Ezra & Eunice Minott-Glover born Feby 26th
 Carlira } 1807.
 Ebenr. Daggett the Son of Jesse & Fowler born Aug 29th. 1807.
 Sarah the Daughter of William & Sarah Pope born Jany 4th. 1807.
 Charlotte Whiting, the Daughter of Andrew and Crosier born Jany 1807.
 Charles Nichols, the Son of Charles and Lois Ford born Jany 11-1807.
 Edward Capen the Son of Edward and Mary Capen Born Feb 1st. 1807.
 John the Son of Leml & Mary Tolman born January 1807.
 Charles the Son of Caleb & Eunice Williams born March 1807.
 Susanna the daughter of Timothy Field and his wife born Jany 29 1807.
 Mary Elizabeth the daughter of Euclid & Jane Tileston, born Feby 18th. 1807.
 Benjamin Mills the Son of Moses & Wentworth born 1807.
 Lois Vose the Daughter of George & Lois Fisher born October 8th. 1807.
 Stephen Augustus the Son of Stephen & Hannah Pierce born May 4th. 1807.
 Elizabeth Hawes daughter of Capt Thomas Munroe decd. Oct 1807.
 Leander N. Hollingsworth the Son of Mark Hollingsworth born June 13th. 1807.
 Betsey daughter of Benjamin and Luranna Leonard born Novr. 14th. 1807.
 Richard Hall son of Joseph and Sarah Wiswell was born Oct 31st. 1807.
 Seth Howard, the Son of Joseph & Sarah Ford born March 6th. 1807.
 Betsey Easty the daughter of Isaac & Talbut, born February 28th. 1807.
 Alexander the daughter of Alexander & Jemima Glover 2d. born Feb. 28th. 1807.
 Jonas the Son of Ebenr. & Eunice Clap born March 1807.
 Samuel Stillman the Son of Danl. & Lydia Pierce born 1807.
 Pemelia the Son of Wm. & Katy Vose born April 1807.
 Amasa the Son of Jonathan Pierce Jr. & Eunice his wife born April 10th. 1807.
 Edmund the Son of Edmund M. Smith & his wife born April 1807.
 Joseph Warren, the Son of Edward and Preston born April 1807.

- Stephen Franklin the Son of Stephen & Hannah Matilda, the Daughter of Bela & Hearsey born June 1807.
1807. Hearsey born June 1807.
- Enos the Son of Isaac & Persis Crane born June 26th. 1807.
- James Sullivan, the Son of Daniel & Sally Davenport born May 16th. 1807.
- Benjamin the Son of Benjamin & Burrill born June 1807.
- William the Son of Isaac & Mary Withington, born June 10th 1807.
- Hannah the Daughter of Stephen & Mary Tolman born July 18 — 1807.
- Joseph Doubleday the Daughter [sic] of Joseph & Hannah Wild born Augt. 1807.
- Susanna the Daughter of James & Susanna Clap born Augt. 1807.
- Lydia the Daughter of James & Davenport born Augt. 1807.
- Mary daughter of Lewis and Fanny Leach born Decr. 4th. 1807.
- Ebenr. the Son of John & Anna Moies born August 1807.
- Harvey son of Isaac and Frances Howe born March 22 1807.
- Charles James, the Son of James & Hannah Everett born August 11th. 1807.
- John Baker. the Son of Saml. & Anna Topliff born August 1807.
- Mary the Daughter of Stephen & Nancy Wales born Aug, 30th. 1807..
- Sarah Ann Daughter of Mr. Enos Tolman and Esther his wife was born Jany 18- 1807.
- Hannah Lewis the Daughter of John and Davenport born Sept 1807.
- Mary Hooton, the Daughter of Stephen & Nancy Wales born Augt. 30 1807.
- John Hawes, the Son of Jonathan Bird Esq & his wife born October 1807.
- Caroline Jerusha, the Son [sic] of Ebenr. Trescott & his wife born October 1807.
- Rachel the Daughter of Nathl. & Elizabeth Minott born October 4— 1807.
- Sarah Moseley, the Daughter of Phinehas Withington & Mary his wife born Novr. 1807.
- Joseph Faney the Son of Barnabas Hollis & his wife born November 1807.
- John Henry the Son of John Capen 7th. & his wife born October 20th. or Oct. 2d. 1807.
- Harriet Sophia the Daughter of Isaac N. Field and his wife born November 1807.
- Susannah Newcomb daughter of Timothy Field born January 29- 1807.
- Maria the daughter of Aaron Spear & his wife born November 1807.
- Azubah Capen the Daughter of David & Azubah Clap born Novr. 1 1807.
- Phinehas Holden the Son of Samuel Glover Jr. & Patty his wife born November 1807.
- David the Son of Martin Ballou & his wife born Novr. 1807.
- Lucy White the Daughter of Elisha Turner & his wife born Novr. 1807.
- Warren the Son of Joseph & Howe born Decr. 1807.
- George Wells, the Son of George Bird & his wife born Dec. 1807.
- Richard Bartholomew the Son of Richard Trow & his wife born Decr. 1807.
- Sarah Elizabeth, the Daughter of Henry Cox & his wife born Decr. 1807.
- Charles Nichols the Son of Charles & Ford born Jan. 11th. 1807.

1808.

- Sarah daughter of Ezekiel & Sarah Holden Jany. 1st. 1808.
 Caroline Richmond daughter of Zenas Eaton born Decr. 12th. 1808.
 Ebenezer the son of Edmond and Susan Pope ——— born August 5th. 1808.
 Abigail daughter of Caleb and Martha Wilson born July 25th. 1808.
 Joseph Nichols son of Nichols & Elizabeth Ford was born May 8th. 1808.
 George Colwell son of Seth and Sarah C. Briggs born Jany 1st. 1808.
 Mary daughter of William Swan and February 25th. 1808.
 Charlotte daughter of and Susanna Edwards born Augt. 29th. 1808.
 Mary Ann daughter of James and Sarah Penniman born in Boston April 19th. 1808.
 Eliza ——— born Aug 31st. 1808 Daughter of Thos. & Eunice Crehore.
 Elizath. Whittemore the Daughter of Elisha Toby & Sally his wife born Oct 7— 1808
 Margaret, the Daughter of John and Hannah Mellish born March 8th 1808.
 Moses Leonard the Son of James and Lois Capen born November 21st. 1808.
 Mary Ann, Daughter of Henry K. Bailey & Betsey his wife born Sept 29th. 1808.
 Joseph Warren the Son of Amos Hearsey & Ruth born Jan 16th. 1808.
 Caroline daughter of Joseph Lemon and Nabby Lewis born March 4th. 1808.
 Joseph Warren. the Son of Joseph Foster & Katy his wife born Decr. 30th. 1808.
 John Oliver Billings the Son of John, & Calla Minott born ——— 1808.
 George son of John and Sarah Deleno born Augt. 5th. 1808.
 Elizabeth the Daughter of William & Clap born March 2d 1808.
 Rebecca the Daughter of Eleazar Baker and his born March 1808.
 Josiah Field son of Adam Perry Sept 17th. 1808.
 Mary the Daughter of Josiah & Anna Leeds born March 1808.
 Sally Osgood, the Daughter of John W. Munrow & Sarah his wife, born Feby 28th. 1808.
 Charles P. L. the Son of Charles P. L. Percival & his wife born March 1808.
 Alexander, the Son of William & Sarah Pope born March 5th. 1808.
 Maria Sparhawk, the Daughter of Ebenezer Wales Junr. & his wife born March 1808.
 Caroline the Daughter of Joseph & Nabby Lewis, born April March 4th. 1808.
 Clarisa the Daughter of Daniel & Ann Withington, born April 18 1808.
 Nabby, the Daughter of Thomas Munrow Junr. & his wife born April 1808.
 Hannah, the Daughter to Leml. & Mary Tolman born May 20th. 1808.
 Joseph Nicols the Son of Nichols & Sarah Ford born June 1808.
 born May 8th.
 Martha the Daughter of Daniel & Sophia Talbutt, born May 18th 1808.
 born May 8th.
 Caroline the Daughter of Saml. Clap 3d: & Sarah his wife, born May 29th 1808.
 William the Son of Frederick & Mary Pope born June 23d. 1808.
 George the Son of Oliver & Lydia Glover, born June May 21st 1828 [*sic*].
 Charles Augustus, the Son of the Revd. Mr. Harris's Sister born July 1808.
 Mary Ann the Daughter of Benjamin & Lilly Bird born July 1808.

Abigail Wood the Daughter of Caleb & Martha Wilson, born July 25th 1808.

Sarah Blake the Daughter of Richard & his wife born July 1808.

Isaac the Son of James & Blake born August 1808.

Eunice the Daughter of Charles & Lois Ford, born August 17th. 1808.

Lydia the Daughter of Benjamin C McElroy & Lydia his wife born Augt. 1808.

Mary Elizabeth the Daughter of Atherton Tucker, & his wife born Sept 1808.

Saml. Leonard the Son of Saml. Temple & his wife, born Sept 1808.

Joseph, the Son of Joseph & Capen, born July 24th. 1808.

Thaddeus Mason, the Son of Thaddeus & Polly Studson, born Sept 1808.

George the Son of Jonathan & Susanna Bridgham born Sept 1808.

Jacob, the Son of Jacob Foster and Johanna his wife born Sept 27th 1808.

Mary Baker, the Daughter of Paul and Lambert, born Sept 1808.

Joseph Henry, the Son of Abner & Gardner, born Sept 1808.

Elizabeth Howe the Daughter of Jonathan Steward & his wife, born Octr. 1808.

Henry the Son of James & Jane Glover born October 1808 born Sept 7th 1808.

Amos the Son of Mark Hollingsworth born August the 11th. 1808.

Eunice the Daughter of Saml. B. Lyon & Hannah his wife born October 19th. 1808.

Zeruiah the Daughter of Epraim & Zeruiah Davenport born October 1808.

Lydia the Daughter of Stephen & Susannah Holden born October 1808.

Ann Jane the Daughter of Abraham & Gould born November 1808.

Sarah Ann the Daughter of James B Howe & his wife born Decr. 1808.

Mary the Daughter of Stephen & Mary Tolman born December 13th. 1808.

Lydia the Daughter of Samuel & Lydia Payson born December 1808.

Henry Augustus the Son of Joseph H Pierce & his wife born Decr. 1808.

Leucetia Badlam the Daughter of Edward Sharp & Mary his wife born Novr. 13 — 1808.

Elijah Pope the Son of Cyrius & Polly Balkum, born December 27th. 1808.

Susannah Holmes, Sally W. the Daughters of William Humphrey Jr. and Sarah his wife born December 12st 1808.

Eunice the Daughter of Charles & Lois Ford born Augt. 17th. 1808.

Amasa the Son of Stephen & Nancy Wales born February 9th. 1808.

George Washington, the Son of Nehemiah S. Snow & Betsey his wife born Aug. 28th. 1808.

1809.

Matilda Hitchens the Daughter of Wm. & Phebe Hudson, born Feb 12th. 1809.

Elizabeth Gardner the Daughter of Danl. & Lydia Pierce, born March 18th. 1809.

Henry the Son of Jonathan Pierce Junr. & Eunice his wife, born March 8th. 1809.

- Sarah Ann the Daughter of Benjamin & Jemima Jacobs born April 11d. 1809.
- Ebenezer the Son of Ebenezer & Eunice Clap born April 30th. 1809.
- William Hall son of Joseph and Sarah Wiswell Augt. 24th 1809.
- Eliphalet Spur, the Son of Daniel & Davenport born Apl. 30th. 1809.
- Elijah Pope, the Son of Cyrius & Polly Balkum born April 30th. 1809.
- Loisa, the Daughter of Elijah Glover & his wife born April 30th. 1809.
- Mary Elizabeth, the Daughter of Robert P. Tolman, & Mary his wife born Apl. 10th. 1809.
- Hannah Baker daughter of Joseph and Polly Tolman May 21--1809.
- Sarah Leeds, the Daughter of Benjamin & Lyon, born May 20th. 1809.
- Helen Augusta the Daughter of Dr. Joseph Gardner & his wife born May 10th. 1809.
- Jacob Gill the Son of Stephen & Hannah Pierce born May 28th. 1809.
- Lewis Francis, the Son of Lewis & Sarah Pierce born July 10th. 1809.
- Susannah Alice, Daughter of Ebenr. & Alice Daggett born February 16th. 1809.
- Elizabeth Emery the Daughter of Stephen & Betsey Hale born Sept 30th. 1809.
- Frederick William, son of James Everett, and Hannah his wife, born January 28th. 1809.
- William son of Wm. & Sarah Swan born Novr. 17th. 1809.
- Lydia the Daughter of Maj Saml. Payson & his wife born Jan 8th. 1809.
- Henry Augustus, the Son of Maj Joseph Pierce & his wife born Jan 15th. 1809.
- Caroline Matilda Hitchings, Daughter of Wm. Hudson & Phebe his wife born Feb 12th. 1809.
- Hopestill the Son of Jonathan Hall & his wife born March 26th. 1809.
- Himan the Son of Elisha Tobey & Sally his wife born 1809.
- Sarah Capen the Daughter Joseph Ford & Sarah his wife born May 20--1809.
- Leml. Ebenezer Son of Leml. Babcock & his wife born July 2d. 1809.
- Elizabeth the Son [*sic*] of John & Calla Minott born July 2d. 1809.
- Nathaniel the Son of Thomas J. Tolman & Hannah his wife born July 3d. 1809.
- Joseph the Son of Joseph Arnold & his wife born July 9th. 1809.
- Eveline the Son [*sic*] of Danl. Bradford & his wife born July 22d. 1809.
- Arthur Adam, the Son of Adam Bent & his wife born July 22d. 1809.
- Mary Ann the Daughter of Wm. Conn & his wife born Aug 6th. 1809.
- Hannah Davis the Daughter of Wm. Vose & his wife born Aug 20th. 1809.
- Samuel the Son of Frederick Pope & Sarah his wife born Sept 11th. 1809.
- Joseph the Son of Edmund M. Smith and his wife born Octr. 1st. 1809.
- William the Son of William Clap & his wife born Octor. 1st. 1809.
- John Frederick the Son of John Amory & his wife born Octr. 1st. 1809.
- Ruth the Daughter of Jesse & Fowler born Augt. 22d. 1809.

Cherry Adams daughter of William and Swan born Novr. 30th. 1809.
 Elizabeth Emery the Daughter of Stephen Hale and Betsey his wife born October 8th. 1809.
 Thomas Oliver the Son of Oliver Billings born October 9th. 1809.
 Jane Baker, the Daughter of Nichols Ford & Elizabeth his wife born Sept 14 1809.
 Stephen the Son of John Lemist & Hannah his wife born October 5th 1809.
 John Howe the Son of Edward & Rachel Robinson born Decr. 4th. 1809.
 James Harris the Son of Stephen & Hannah Clap born Decr. 15th. 1809.
 Susannah Shaw Daughter of Abraham and Howe born Augt. 10th. 1809.
 Sarah the Daughter of Alexander Glover 3d & Jemima his wife born Sept 3d. 1809.
 Hannah Badlam the Daughter of Joshua and Nancy Pierce born Augt. 11th. 1809.
 Hannah Merrill the Daughter of Mr. Enos Tolman and Ester his wife was born May 18th. 1809.
 John Son of Elisha Tobey & Sally his wife May 5th 1811 born April 6th 1809.
 Mary Leeds born March 10th. 1809 Daughter of Danl. Tower.

1810.

Nancy daur. of Benjn. and Luranna Leonard born June 4th. 1810.
 Eliza Haynes the daughter of Eleazar & Jerusha Bispham born August 8th. 1810.
 Augusta daughter of James and Jane Glover Decr. 25th. 1810.
 Sarah the daughter of Samuel & Mary Thompson born March 5th. 1810.
 Sarah Stetson daughter of Benjamin and Sarah Stone born March 19th. 1810.
 Abigail the daughter of Edmund and Susan Pope born May 21st. 1810.
 John son of Ezekiel and Sarah Holden born March 24th. 1810.
 Catharine Elizabeth daughter of Seth and Sarah E. Briggs born march 14 1810.
 Joel Lincoln the Son of Amos & Ruth Hearsey born March 14th. 1810.
 Patience the Daughter of Charles & Lois Ford born Feby 15th. 1810.
 Samuel Bird the Son of Wm. Henley & his wife born Jany 11. 1810.
 Wm. Henley & Sally Children of Stephen McIntosh & his wife Baptized March 23d. 1810.
 Mary Howe the Daughter of Isaac & Persis Crane born January 7th. 1810.
 Samuel Capen the Son of Samuel Clap Junr. & his wife Baptized April 1th. 1810.
 Jonathan Hiram Son of Jonathan Bridgham and his wife Baptized April 9th. 1810.
 Gerry Sullivan Gray Son of Samuel & Polly Richards Baptized May 6th. 1810.
 Amasa Son of Joseph Bird & his wife Baptized May 6th. 1810.
 Susanna Weld Daughter of Edward Preston and his wife Baptized May 20th. 1810.
 Adeline Daughter of Wm. & Sarah Pope Baptized May 20th. 1810.
 Harriott Carter the Daughter of Luther W. Pope & Sarah his wife June 17th. 1810.

- Amy Ann the Daughter of Martin Ballou & his wife June 17th. 1810.
- Elizabeth the Daughter of John Foster & Elizabeth his wife July 8th born June 28th. 1810.
- Edwd. Henry the Son of Edwd. Wiswell & his wife Augt. 5th. 1810.
- James Robinson the Son of Robert Randall & his wife Augt. 5th. 1810.
- Esther Baxter the Son of Joseph & Mehitabel Howe Sept 2d. 1810.
- Thomas the Son of Caleb & Nancy Lincoln Sept 2d. 1810.
- Sarah Minns, daughter of Edmund and Ann Tileston born July 16th. 1810.
- Eliza the Daughter of Elisha Turner & his wife Novr. 4th. 1810.
- Lucy the Daughter of Samuel Clap 3d. & Sarah his wife Novr. 4th. 1810. born Oct 3d 1810.
- Rebecca the Daughter of Oliver Glover & Lydia his wife Novr. 4th. 1810. born Augt. 18th. 1810.
- Charles Henry Son of John W. Munrow & Sally his wife Novr. 4th. 1810.
- Wm. Francis the Son of William Clap 2d & his wife Novr. 4th. 1810.
- Benj Hatch Tower Son of Capt Thos. Munrow & Polly his wife August 21st. 1810. Nov 25th. 1810.
- Lemuel Dexter the Son of Richard Clap & his wife Novr. 25th. 1810.
- Elizabeth Ann the Daughter of Elizabeth Bird Decr. 16th. 1810.
- James Ebenezer Son of Stephen Robinson & Hannah his wife born Aug 16 1810.
- Sarah Trescott the Daughter of Samuel & Bridge born Octr. 1st. 1810.
- David Son of Caleb & Martha Wilson born Sept 10th. 1810.
- Albert & Emily Son & Daughter of Eliphalet and Ruth Thorp born February 15th. 1810.
- Charles M. Hollingsworth the son of Mark Hollingsworth was born July 31 — 1810.
- James Wm. the Son of Wm. Humphrey Jr. and Elizabeth his wife born June 24th. 1810.
- Patience the Daughter of Charles & Lois Ford born February 15th. 1810.
- Mary Emely, the Daughter of Nehemiah S. Snow & Betsey his wife born July 25th. 1810.
- Lucy the Daughter of Saml. 3d. & Sarah Clap born October 3d. 1810.
- Caroline the Daughter of Edd. K. Bailey & Betsey his wife born Decr. 10th. 1810.
- Eunice the Daughter of Jeduthun and Eunice Onthank born Octor. 12th. 1810.
- Nancy Sprung the Daughter of Eleazar & Elizabeth Norcutt — born July 27th. 1810
- Christopher Son of Joseph Capen and his wife born Jany 25th. 1810.
- Martha Ann Daughter of Charles Sevins and Martha his wife Octr. 11th. 1810.
- Sarah Trescott Daughter of Samuel Bridge & Sarah his wife June 2d. 1811 — born Oct 1810.
- Lovisa Daughter of Nathl. Clap 3d. and Mary his wife Decr. 29th. 1810.
- Thomas May Son of Capt Joseph L. Lewis & Abigail his wife born July 22d. 1810.

1811.

Stephen the son of Capt Stephen Tolman and Mary his wife born January 19th. 1811.

Clarissa Holbrook the Daughter of Henry Gardner & Clarisa his wife March 17th. 1811 born Feb 10th 1811.

Elijah the Son of Elijah Trescott & his wife April 7th. 1811.

Ann Daughter of Jacob Bird & his wife May 5th. 1811 — born Feby 26th. 1811.

Ann Daughter of Dea Ebenr. Clap and Eunice his wife May 26th. 1811.

James son of Capt William & Amelia Mellus born Decr. 23d 1811.

John Baker Hall Son of Nichols & Sarah Ford May 26th. 1811.

Edward Son of Stephen & Hannah W Clap May 26th. 1811 — born March 14th. 1811.

Thaddeus Son William Clap & his wife May 11th. 1811.

Sarah Duncan Daughter of Thaddeus M. Harris & Mary his wife June 2d — 1811 — born April 15th. 1811.

Ann Robinson Daughter of Saml. Payson & his wife June 2d. 1811.

Sarah Elizabeth Daughter of Nathl. Minott & Elizabeth his wife March 2d. 1811.

Mehitabel Doubleday Dr. of Joseph & Hannah Wild June 2d. 1811.

Eldbridge Gerry Son of Benj McElroy and his wife June 2d. 1811.

Cyrus Son of Cyrus Balkum & his wife June 2d. 1811.

Lucy Daughter of Capt Saml. Everett and his wife Decr. 9th. 1811.

Nathaniel Jennison Son of Royal Oliver & his wife June 16th. 1811.

Lemuel Stephen Son of Leml. Blackman Jr. & Ruthy his wife June 16th. 1811 — born April 12-1811 —

Mary & Sarah Daughters of Danl. Talbut & Martha his wife July 7th. 1811 —

Sarah Daughter of Thomas J. Tolman and Hannah his wife born July 5th. 1811.

James Henry Son of Henry Robinson & Susannah his wife born Apl. 23d. 1811.

Sarah Capen Daughter of Joseph Ford and his wife June 21 — 1811.

Ann Susanna Daughter of Joseph Wales and his wife Aug 4th. 1811.

Abigail Glover Augt. 17th. 1811 Daughter of Danl. Tower.

Augustus Son of Shepherd Cary & his wife Named Nabby. — Sept 1st. 1811.

Martha daughter of Isaac and Mary Cox was born March 23 — 1811.

Eunice Lyon Daughter of Joseph Arnold & his wife Sept 22d. 1811.

Francis Son of John M. Gougas & his wife October 27th. 1811

Clementina Beach Daughter of Abner Gardner & his wife Novr. 3d. 1811.

Timothy Francis & Joseph Williams, Sons of Timothy Phillips & his wife

Francis Reed 8 years old } Children of Moses Howe Jr.
Stephen Blackman 6 Do. } Novr. 17th. 1811.
Mary Bethiah 4 Do. }

James Son of Frederick & Sarah Pope Novr. 24th. 1811.

Sarah Howard Daughter of Isaac Davenport & his wife Dec 8th. 1811.

Henry Dearborn Son of John & Calla Minott Decr. 22d. 1811.

Elijah Ralph Son of Lemuel & Crane born May 8th. 1811.

William the Son of Seth & Sarah Blake born February 18th. 1811.

Rebecca the Daughter of Saml. B. Lyon and Hannah his wife born Sept 20th. 1811.

Enos the Son of Mr. Enos Tolman and Esther his wife was born March 21 — 1811.

William the Son of William Humphrey born — December 15th. 1811.

George Alexander the son of Zenas Eaton — born March 7th. 1811.

William the son of Wm. and Swan born Novr 7 — 1811.

John Pierce Son of Charles Ford and his wife Feby. 16th. 1811. born Decr. 22d.

Mary Ann Daughter of Joshua Pierce & Nancy his wife born Novr. 2 — 1811

1812.

John M the son of Mark Hollingsworth was born January 23d — 1812.

William Pownal the son of Willm. Humphrey Junr. Elizabeth his wife born Jany 15th. 1812 —

Thomas Briggs Son of David & Susannah Johnson born January 6th. 1812.

Lewis Thorp the Son of Eliphalet Thorp born May 5th. 1812.

William Son of Abraham and Howe born Jan 4th. 1812.

Betsey Blake Norcutt born Augt. 5th. 1812.

Thomas Joseph Son of Abigail O Cain aged 7 Years — Pricilla Davenport aged 13 years a Negro Girl — Apl. 7th.

Mary Ann Daughter of Isaac Talbutt & Susanna his wife Apl. 26th. 1812.

Catharine Ann Daughter of J. D. Robbins & his wife Apl. 30th. 1812.

Sarah Daughter of Joseph & Capen born March 1812.

James Dexter son of Ezekiel & Sarah Holden Oct — 12th. 1812.

Abraham aged 10 Years

Abiathar — 8

Rachel — 6

Betsey Bird — 4

Children of Abraham
Howe & his wife
May 3d. 1812.

John Eaton Son of Daniel & Davenpt. May 3d. 1812.

Jesse Son & Elizabeth Gill Daughter of Jesse & Fowler May 8th. 1812.

Isaac Henry Son of Isaac Saunderson & his wife May 8th. 1812.

William Gill Son of Stephen Pierce & Hannah his wife May 8th. 1812. born March 4th

Elizabeth Daughter of Wm. & Molly Pope May 10th. 1812.

Elizabeth Bird Daughter of Jonathan Bridgham & his wife May 10th. 1812.

Mary Daughter of Richard Clap & his wife May 10th. 1812.

Rebekah Daughter of Josiah & Leeds May 17th. 1812.

Susan Champany Daughter of Stephen Clap & Hannah his wife May 1st. 1812.

Elizabeth Jones Daughter of Lewis & Charlotte Holmes June 21st. 1812.

Wm. Francis Son of Henry Robinson & Susanh. his wife born Apl. 30th. 1812.

Abel Son of Jonathan Hall & his wife July 12th. 1812.

Sarah Allen Daughter of Saml. Withington 3d. & his wife Aug 2d. 1812.

Elizabeth Daughter of Wm. Henley and his wife Augt. 2d. 1812. born June 29th

Warren Bird Son of Timothy Phillips & his wife Augt. 30th. 1812.

Francis Brewer D of John Holden and Rhoda his wife Sept 20th. 1812.
 born August 20th
 Mary Glover Daughter of Danl. & Lydia Pierce Sept 27th. 1812.
 Louisa Ann Daughter of Luther W. Pope and his wife October
 25th. 1812.
 Mehitable Daughter of Joseph & Mehitable Howe Novr. 8th. 1812.
 Saml. Childs Son of Samuel & Hannah Capen Decr. 25th. 1812.
 John Alfred Son of Amos & Ruth Hearsey Decr. 30th. 1812. born April
 3d 1812.
 William Parker the son of Charles Seavens and Martha his wife was
 born Sept 30th. 1812.
 Francis son of Wm. & Sarah Swan May 9th. 1812.
 Rachel the daughter of Capt Stephen Tolman and Mary his wife born
 Novr. 5th. 1812.
 James Withington son of Stephen Robinson born Feby 21st. 1812.
 Thomas the Son of Ebenezer D Tileston and his wife Feby 7th.
 1813. — born Decr. 8th. 1812.
 Joseph Gardner Son of Nathl. Clap 3d. & Mary his wife May 2d.
 1813. born Jany 25th 1812.
 Ellery Vincent Son of James Everett Apl. 10th. 1813. born Decr. 25th.
 1812 — Baptized
 Elizabeth the wife of William Holmes & George their Child — July
 4th. born Nov 18th 1812.

1813.

Charles son of William and Amelia Mellus born Decr. 23d. 1813.
 Eleanor the Daughter of Thomas & Rhoda Danforth Jany. 3d. 1813.
 Leucetia Roulstone Daughter of Wm. & Elizabeth Tolman Feb 7th.
 1813.
 Hiram Thather Son of Leml. & Elizabeth Foster Feb 21st. 1813.
 Mary Daughter of Saml. & Deborah Page April 11th. 1813.
 Clarissa Daughter of Edward & Mary Sharp Feby 16th. 1813.
 John Codman Son of Joseph & Betsey Clap May 23d. 1813. born April
 5th. 1813.
 Rebekah Lydia Daughter of John & Rebekah Capen May 30th. 1813.
 Abraham Howe Son of Paul & Patience Lambert July 11th. 1813.
 Herman }
 Albert King } Widow Alice Daggett
 Susanna Alice } Augt. 8th. 1813.
 Hannah Preston Daughter of Jonathan & Eunice Pierce October 10th.
 1813.
 Benjamin Son of Lydia McElroy November 7th. 1813.
 Samuel Leanard Son of Saml. & Rhoda Temple Nov 7th. 1813.
 Sarah Francis }
 Benjamin } Twins of Isaac Howe Junr. and his wife Decr. 3d. 1813.
 Dead }
 George the son of Mark Hollingsworth was born October 17th. 1813.
 Frederick the Son of William & Hannah Clap Feby 7th. 1813 born Jany
 26.
 Augustus Son of John Amory Esq. in private March 22d. 1813.
 Ebenezer Son of Thomas J. Tolman & Hannah his wife born March 24th
 1813.
 James Son of James & Jane Glover April 4th 1813. born Feby 19th.
 1813.
 Theodore Son of Shepherd Carey & his wife April 4th. 1813. born
 Feby 14th. 1813.
 Louisa daughter of Caleb and Martha Wilson born Feby 27th. 1813
 Helen Maria Daughter of Ebenr. Trescott in private April 10th. 1813.
 Ellery Vincent Son of James & Hannah Everett April 18th. 1813.

- Wm. Trask an Adult & Wm. Blake his Son May 2d. 1813.
 Royal Son of Royal Oliver & his wife May 16th. 1813.
 Richard Agustus Son of Capt Richard Uran May 23d. ——— born
 Jany. 20th. 1813.
 Sarah Ann Daughter of John Foster & Elizabeth his wife June 6th.
 ——— born May 2d 1813.
 Ann Alexander Daughter of Ann Balch in private June 25th. 1813.
 Julia Ann Daughter of Wm. Munroe Junr. June 27th. 1813.
 Nancy Glover daughter of Capt Thomas & Polly Munroe April 7th.
 1813.
 Ebenezer Son of Charles Ford and Lois his wife born August 18th.
 1813.
 Susanna daughter of Thomas and Susanna Taylor born Nov 15th.
 1813.
 Mary daughter of Jabez and Mary Capen July 30th. 1813.
 Abigail daughter of Isaac & Abigail Howe born Novr. 14 — 1813.
 Levi son of Adam & Polly Perry born Feby 22d 1813.
 Ephraim the Son of Joseph & Capen born March 6th. 1813.
 Harriott the Daughter of Daniel & Lydia Pierce born Decr. 8th.
 1813.
 Nancy the Daughter of Stephen & Nancy Hale born Sept 16th.
 1813.
 Loisa the daughter of Caleb and Martha Wilson born February 27th.
 1813.
 Susanna the daughter of Thomas and Susanna Taylor ——— Novr.
 15th. 1813.
 William Lorene son of John & Lovicy Ellis March 16th. 1813.
 Mary Tolman Daughter of William Trescott (in private) June 3 —
 1813.
 Wm. Parker Son of Charles Severns July 4th: 1813.
 Edward Turner Son of Daniel Talbutt July 4th. 1813.
 Louisa Daughter of Oliver Everett (in private) July 10th. 1813.
 Sarah Daughter of Jacob Bird July 25th. 1813 born May 27th.
 1813.
 Rebekah Mason Daughter of Revd. T M Harris August 1st. 1813.
 Mary Ellis Daughter of Jonathan Hall Sept 5th. 1813.
 Edmund Son of Edmund Pope and Susan his wife (in private) Octr.
 9th. born Sept 3d. 1813.
 Mary Glover Daughter of Capt. Thomas Munroe October 10th. 1813.
 Caroline Daughter of Joseph Ford Sept. 24th. 1813.
 Charlotte Daughter of Lewis & Charlotte Holmes born October 19th.
 1813.
 Nancy Daughter of Stephen Hale 1813.
 Mary Fenno Daughter of Joseph Arnold October 24th. 1813.
 Sarah Hall Fessenden Daughter of Nichols Ford Novr. 7th. born Sept
 4th. 1813.
 Benjamin Henry Son of Benjamin Burril November 7th. 1813.
 Lucy Humphreys Daughter of Stephen Clap Novr. 28th. 1813 born
 Oct 24.
 Mary Ann Withington Daughter of Edwd. Preston Decr. 13th. 1813.
 Caleb Son of Elisha Tobey Decr. 19th. born Decr. 6th. 1813.
 Edward Frederick the Son of Henry & Susannah Robinson born Decr.
 18th. 1813.
 Eliza daughter of Stephen and Sally McIntosh born June 30—1813.
 Catharine Callender Daughter of John Amory Esq (in private) Jan
 26th. 1814. born Novr 7th. 1813.
 Lucretia, daughter of Oliver Glover June 19th. born December 18th.
 1813.
 Ebenr. Harlow son of Lemuel Blackman Jr. Augt. 7th. 1814. born June
 9th 1813.

The Children of Alexander & Betsey Owens Residents in Dorchester

Catharine born in Boston June 11th. 1800.

Mary born in Roxbury June 25th. 1801.

Alexander Dorchester — Feby 19th. 1803.

Elizabeth in Do. — Jany 10th. 1805 and Died Octor. 13th. 1805.

Samuel L. in Do. Sept. 20th. 1806.

Elizabeth in Do. Decem 29th. 1807.

Benjamin in Do. March 7th. 1810.

William born in Milton July 4th. 1812.

The Children of Enos & Easther Tolman.

Sarah Ann born Jany 18th. 1808.

Hannah Merrell born May 18th. 1809.

Enos born March 21st. 1811.

Ezekiel born Sept 29th. 1812 and Died Sept 29th. 1813.

Ezekiel born April 3d. 1814.

The Children of James & Betsey Blackman.

William H born October 15th. 1798

Abigail H. born April 23d. 1801

Sarah born February 23d. 1814

1814.

Henry Vose the son of Eliphalet Thayer, born in Milton January 26th. 1814.

Charles Baker Son of Charles and Hannah Adams born Jany. 11th. 1814.

George Ellis the son of Jesse Ellis born February 1814.

Henry Cadwell son of Seth and Sarah E. Briggs born July 3-1814.

George Washington, the Son of Joshua Pierce & Nancy his wife born March 4th. 1814.

Henry Bacon the Son of Henry & Sophi Bacon Born in Quincy Jany. 31st. 1814.

James son of James and Elizabeth Pope born July 24th. 1814.

William Pope Son of Wm. Pope Feb 6th 1814

Richard Son of Richard Clap Feb 6th born January 27th. 1814.

Samuel Son of Caleb Lincoln (in private) March 20th 1814.

Ann Jane Holden (an adult)

James Andrews

Charlotte McLellan

Lucy

Enoch Pratt

Jeremiah Fenno

Olive Fenno } Children of } April 17th.

Sarah

Josiah

Lucy

Hannah Holden } Children of Mrs. } Lucy Cushing — May 1st.

James Blake, son of Abraham Howe May 1st.

Joseph Warren, son of Joseph Dutton June 26th.

Katharine daughter of Capt Henry & Margaret Peterson Sept 30th. 1814.

Elizabeth Lovell, daughter of Edmd Smith July 4th. 1814.

Elizabeth daughr. of Joseph Bird and Nancy his wife. Augt 7th. born Feby 16th. 1814.

Charles

&

William

} twins of Frederick Pope Augt. 14th.

Elizabeth, daughr. of Dea. Ebenr. Clap Aug. 21.
 Clementina, daughr. of Capt Nathl Minott Sept. 4th. — born Feby. 5th. 1814.
 Sarah, daughr. of Danl. Davenport Sept 4th.
 Sarah Daman, daughr. of Samuel Withington 3rd. Octr. 2nd. 1814.
 Mary-Ann, daugr. of Alexr. Glover Jr & Jemima his wife born Aug. 3d. 1814.
 Lydia Elizabeth, daughr. of John Holden Oct 30th. born Sept 12th.
 Mary Caroline, daughr. of Zebedee Cooke Novr 13th. 1814.
 Lemuel Packard, son of John Eaton Novr. 13th. 1814 born Sept 12th. 1814.
 Elizabeth } children of Wm. Allen Jr. Decr. 11th.
 James }
 Luther, son of Wm. Homes Decr. 18th. born May 11 — 1814.
 Elizabeth Payson the Daughter of William & Elizabeth Humphreys born June 8th. 1814.
 John Barns son of John Bignal born Oct 24th. 1814.
 Benjamin the son of Stephen & Hannah Pierce Sept 24 — 1814.
 Releif Vincent born Nov 3d. 1814 Daughter of Oliver Everett — Jun 28. 1815.
 Adaline Mari Daughter of Nathaniel Clap 3d. & Mary his wife — July 2d. 1815. born April 3d. 1814.
 Charles Lapham the Son of Amos & Ruth Hersey born December 4th. 1814.
 Francis the Son of Alexander & Margaret Pierce May 15th. 1814.
 John the Son of Stephen & Mary Tolman May 31st 1814 — born July 14th. 1814 [*sic*].
 Hannah Crane the Daughter of Joseph and Catharine Foster June 19th. 1814.
 Francis Gill the Daughter of Ezekiel & Thayer July 14th. 1814.
 Hannah Withington the Daughter of Stephen & Hannah Robinson July 10th. 1814.
 Sally the Daughter of Joseph & Susan Wild October 10th. 1814.
 John the Son of Revd. John & Mary Codman born Octr. 16d. 1814.
 Joseph Warren son of Joseph and Elizabeth Tuttle born April 29th. 1814. 1815.

1815.

Jame Lawrence son of Elisha & Nancy Ford born Oct 12 — 1815.
 Sophronia }
 Ebenr. Hiram } Children }
 Samuel } of } Jany 2nd. 1815.
 Mary } Ebenr. Stedman }
 Lemuel, son of Wm. Clap born Jany 21st. 1815.
 Joseph Stephen, son of Capt Stephen Glover Feby 26th. —
 Jason, son of Stephen Clap April 16th. born March 25th. 1815.
 Lewis the Son of Mr. Simeon Howe born Novr. 15th. 1815.
 James the son of Partrick and Rebeckah Collins was born October 13th. 1815.
 Jane Holman Daughter of Shepherd Cary Born February 11th. 1815.
 Mary Glover Daughter of John Hawes }
 George Son of Charles Ford March 20 } May 5 — 1815.
 Abigail Daughter of Joseph Howe }
 Joseph Beals son of James Glover — 20th. born March 5th. 1815.
 George Cox born Jany 25th. 1815 son of Jesse Fowler. }
 Eliza born June 30th. 1813 and Susan Henley Children of }
 Stephen McIntosh. } May 26th.
 Nathaniel Thwing born Apl. 6th. 1815 son of Wm. Henley }
 Charles Lapham born Dec 4th 1814. son of Amos Hearsey }
 and Ruth his wife. }

George son of Edward Holden Esq. & } June 4th
 Mary Dix Harris, his Infant }
 Elizabeth the Daughter of Thomas Jones Tolman & Hannah his wife
 born May 28th. 1815.
 Elizabeth Jones, the Daughter of Ebenr. Weld & Elizabeth his wife,
 born May 27th.
 Lucinda Rebecca the Daughter of Jacob Foster born May 31st. 1815.
 born June 2d. 1815.
 Samuel Holbrook Son of Capt. Samuel H. Everett — Augt. 6. 1815.
 Emmeline Francis Son of Ebenr. Trescott born July 17th. 1815
 Elizabeth the Daughter of Benj Simmons & Elizabeth his wife born
 June 16th. 1815
 Edward Loring the son of Eliphalet Thayer born in Milton December
 3d. 1815.
 Reuben Guild Son of Elijah Trescott — Augt. 22d 1815.
 Jerusha Elizabeth Glover Daughter of Lemuel Spurr — 28th 1815.
 Abigail Thayer daur. of Jabez and Mary Capen Sept 29th 1815.
 Sarah Daughter of Stephen Hale Octr. 22d. 1815.
 Emily Daughter of Capt Samuel B Lyon & Hannah his wife born July
 28th. 1815.
 Sophia Daughter of Henry & Sophia Bacon born Sept 20th. 1815 —
 Died Feb 11th. 1816.
 Mary Fales Daughter of Samuel & Hannah Capen born November 23d.
 1815.
 Catharine & Rebecca the twins of Richard Clap & Mary Clap born Novr.
 26th. 1815.
 Thomas Williams Son of Joseph & Capen born December
 14th. 1815.
 William son of Leonard and Nabby Everett born March 19th. 1815.
 Lucy Ann daughter of John Bignall Oct 8th. 1815.
 Jonas the Son of Joseph & Polly Tolman born December 24th. 1815.
 Lucinda Rebeckah the Daughter of Mr. Jacob Foster & Johanna his
 wife born June 2d. 1815.
 Susan Lewis the daughter of Captain Thomas Munroe decd. born June
 15th. 1815.
 Lyman the son of Mark Hollingsworth was born July 17th. 1815.
 James Howe Son of Leml. Blackman Dec 9th. 1815.
 Abigail Ann, & Ebenezer the Children of the Widow Hannah Curtis
 March 4th. 1815.
 Joseph Henry the Son of Henry & Hannah Clap born March 15th.
 April 9th. 1815.
 Harriet the Daughter of Thomas & Rhoda Danforth June 18th. 1815.
 Mary the Daughter of Jacob & Hannah Edson June 18th. 1815.
 Charles Samuel, the Son of Leml. & Elizabeth Foster Aug 30th. 1815.
 Lucy the Daughter of Saml. & Anne Topliff Sep 3d. 1815.
 Sarah an Adult, wife of Frederick Reed Novr. 3d. 1815.
 Saviah Howe the Daughter of Paul & Patience Lambert Decr. 24th.
 1815
 Catharine Wentworth the daughter of Zenas Eaton born October 17th.
 1815.

1816.

Lucy Daughter of William & Sarah Pope — Jany 21st. 1816.
 Louisa Abby Daughter of Elisha Tobey — 21t. — 18
 Esther Daughter of Enos & Esther Tolman born February 9d. 1816.
 Esther the Daughter of Mr. Enos Tolman and Esther his wife was
 born Feby 9th. 1816
 Charles Hatch son of Hatch and Elizabeth Pierce born July 20th 1816.
 Abigail Hammond Daughter of Luther W. Pope — Feb 25th. 1816.
 Henry Son of Capt Wm. and Amelia Mellus born Augt. 4-1816.

Elizabeth Andrews Daughter of Jacob Bird — March 24th. born Decr. 16th. 1815.

Abigail Bird born Novr 14th. 1813 } Children of Isaac
 Charles born Novr. 8th 1815. } Howe 3d. — April 7th.

Eunice daughter Dean. Ebenr. and Eunice Clap born Augt. 28-1816. —
 Wm. Henry Son of Wm. Conn

Thos. Welles Son of Joseph Tuttle born Feby. 25th. 1816. } May 5—
 John Pierce Son of Wm. Trask March 16th. 1816. }

Maria Brown Dr. of Danl. Talbutt June 2d.

Elizabeth Davis born March 24th. 1811. } Children of Noah
 Noah Born April 3d. 1813 } Withington
 John Bant born April 16th. 1816. } July 11th.

Emmeline Daughter of Joseph Bird — Augt. 23d 1818. born July 3d. 1816.

Sarah Elizabeth Dr. of Wm. Homes — Aug 18. born Feby 25th 1816.

Elizabeth Dr. of John Minott } Sept 22d.
 Jonathan Son of Wido—— }

Samuel Drury son of John & Lovicy Ellis born Nov 25th. 1816.

George Charles Son of Capt Stephen Glover.

Elizabeth Humphreys Dr. Capt Wm. Clap Sept 18 1816.

Samuel Trescott Son of Samuel Payson Nov 24th. born Oct 22d 1816.

Arethusa Daughter of Charles Ford — Novr. 23-1816.

Ruth Adams Daughter of Henry & Sophi Bacon born Decr. 22d. 1816.

Mather Withington the Son of Wm. Vose & Sarah his wife born Sept. 1st. 1816.

Adaliza the Daughter of Bezer & Debba Hall born April 14th. 1816.

Edward son of Ezekiel & Sarah Holden born March 4th. 1816.

Elizabeth the Daughter of Joshua & Nancy Pierce born Novr. 9th. 1816.

Lovisa daughter of Adam and Polly Perry was born September 14th. 1816.

Timothy Foster son of Benjn. and Jemima Jacobs Augt. 29th. 1816.

Clarisia the Daughter of Stephen & Mary Tolman born December 18th. 1815 — Jan. 7th. 1816.

Jonas the Son of Joseph & Polly Tolman March 17th

James Otis, the Son of Joseph & Betsey Clap born March 4th. 1816 — April 14th. 1816. —

Martha the Daughter of Lemuel & Burrill June 16-1816.

Nancy Wilson & Sally Stevens Children of Joseph R. & Sarah Blake June 30th. 1816.

Josiah Coddington an adult — October 6-1816 —

Hannah daur. of Elijah & Prissilla Bird Nov 14th 1816.

Sarah Trow the Daughter of Atherton & Joanna Tucker October 6-1816. —

Margaret Russell the Daughter of Revd. John and Mary Codman October 6-1816. born Augt. 26.

John Warren the Son of Aaron & Betsey Nixon Oct. 13th. 1816. born Sept 7th.

Clarendon Herbert the Son of Ebenezer & Clarissia Dorr Decr. 18th. 1816.

1817.

Amasa Stetson son of Alexr. Glover jr. } Nov. 23 { born July 25. 1817.
 Aron son of Oliver Glover } { born Augt. 18, 1817.

Charles son of John W. Munroe. Nov. 30.

Sarah Elizabeth Dr. of Charles Seavens Jan. 18th. 1818 born Decr. 25th 1817.

Rebecca Dexter Dr. of Wm. Clap Jan. 18th. 1818 born Decr. 26th 1817.

Hannah Simmons the Daughter of Benjn. & Elizabeth Simmons born Augt. 8th. 1817.

William the Son of Walter & Sarah Bradford born May 18th. 1817.

Warren son of Wid. Lilly Bird in private Jan. 20th 1817.

Anne born Decr. 31-1814. } Children of Nehemiah
 Sarah born Decr 20: 1816. } W. Skillings Feb 2d. in private.
 Hannah Dr. of John Foster — Feb. 19th in private born Jany 23d. 1817.
 John the Son of Frederick & Molly Pope born Jany 6th. 1817.
 Rebecca the Daughter of Richard & Mary Clap was born Septr. 4th. 1817.
 Lydia Gill Dr. of Wm. Duran — March 16th. 1817.
 Frances Elizabeth Dr. of John Amory Esq Apl. 19th. 1817 born Jany 26.
 Bethiah Russell } Twin Children of Mrs. Abigail Mead Born April 7th.
 George Russell } 1817 Baptized May 19th. 1821.
 Catharine Russell Dr. of John Hawes Jr. June 1st. 1817.
 Amasa Son of Danl. Davenport }
 John Holden Son of Ebenr. Sumner Jr. } March 9th. 1817.
 Albert Son of James Glover — May 14th 1817.
 Catharine the Dr. of Joseph Hawes — June 29. March 25 — 1816.
 Gustavus Wm. son of Nathl. Clap 3d. — July 13 1817.
 Stephen son of Stephen Clap born June 24th. Aug 3 1817.
 Salima Dr. of George Andrews Aug. 17 1817.
 Rebecah Dr. of Richard Clap — Sept. 8 1817.
 Susannah Baker Dr. of Samuel Clap 3d. Sept. 8th 1817.
 Sarah Ann Dr. of Isaac Howe 3d. — Octr. 8 1817.
 Ann Maria Dr. of Richard L. Munro Octr. 19 1817.
 Joel son of Dea Ebenr. Clap. Decr. 15th. 1817. } Feb 15-1818
 Catharine Dr of Wm. Pope }
 Lauretta Tyler the Daughter of Tristram & Sylvia Tyler Bird born April
 28th. 1817.
 Belinda the Daughter of Martin & Sally Tyler born May 23d. 1817.
 Meria Harvy born in Milton the Daughter of Mark Hollingsworth born
 June 9th. 1817.
 Warren the son of Eliphalet Thayer born — August 28th. 1817.
 Martha Ann the Daughter of Mr. Thomas Pierce and Martha his Wife
 was born August 8th. 1817.
 Loisa Chase the Daughter of Mr Chase and Ann his wife was born Jan-
 uary 8th. 1817.
 Elizabeth Howe daughter of Capt Thomas & Polly Munroe Oct 15th.
 1817.
 Benjamin the son of Cyrus and Hester Fobes was born Jany 4th. 1817.
 Samuel the son of Edmund and Susan Pope born March 30th. 1817.
 Mary Buckminister daughter of Darius and Harriot Brewer June 22d.
 1817.
 Sarah Ann daughter of Elisha and Nancy Ford born June 25th. 1817.
 Almira Pratt the daughter of John and Lucy Bignall was born Sept 30th.
 1817.
 Anne Eaton daughter of Thomas and Mary A. D. Robinson born Decr.
 25th. 1817.
 Elizabeth daughter of WiEiam and Swan born January 12th.
 1817.
 Mary Ann daughter of Benjamin and Nancy Gates was born August
 21st. 1817.
 Elizabeth daughter of Miss Mary Wiswell born Feby 1st. 1817.
 Hannah Smith Daughter of Walter and Sarah Trumball born March
 21st. 1817.
 Roxanna daughter of Samuel and Charlotte Wheeler born July 9th. 1817.
 Sarah daughter of David and Susanna Johnson born June 22d. 1817.
 Eliza Harrington daughter of Zachariah and Charlotte Cain born July
 15th. 1817.
 Daniel son of Seth and Sarah Elizabeth Briggs born Jany 4-1817.——
 Marther Withington the Son of Wm. & Sarah Vose Jan. 12th. 1817.
 Mary }
 Sarah } Children of Joseph & Esther Marshall — April 14 1817.
 Daniel Haven }

John Flavel, the Son of Stephen & Hannah Robinson May 4th. 1817.
 born Jany 29th
 Mary Elizabeth the Daughter of Aaron & Elizabeth Bradshaw May
 4th. 1817.
 Nathaniel, the Son of Samuel & Anne Topliff June 1st. 1817.
 Charles the Son of Jabez & Whiting June 23d. 1817.
 Lauretta the Daughter of Tristram & Sylvia Bird July 13th. 1817.
 born April 28th.
 Sarah Ann
 Hannah Merrill } Children of Enos & Esther Tolman Baptized July
 Enos } 27th. 1817.
 Esther }
 Henry Johnson, an Adult July 27th. 1817.
 Lucy Ingle, the Daughter of Jonathan & Eunice Pierce Sept. 14th. 1817.
 Hannah Topliff the Daughter of Jacob & Hannah Edson Sept 14th.
 1817.
 Richard the Son of Stephen & Mary Tolman October 12th. 1817. born
 September 30th. 1817.
 Emmelia Esther } Children of Esther Hayward October 13th. 1817.
 Caroline Francis }
 Mary Ann Elizabeth, Daughter of Henry & Hannah Clap Novr. 9—
 1817.
 Francis Elizabeth } Children of Henry & Francis Gray Novr. 30th.
 Wm. Henry } 1817.
 John }
 Henry }
 Lucy Preston, Daughter of Joseph & Polly Tolman November 20th
 1817.
 Rachel Binney the Daughter of John & Abigail Seavens born October
 2d. 1817.
 Elizabeth Moseley Daughter of Lewis Pierce May 10th. 1818 born Oct
 2d. 1817.
 Samuel the son of Wm. & Sarah Swan born Oct 4 — 1817.

1818.

Diann Cook the Daughter of Lewis & Betsey Packard born January
 24th. 1818.
 Jane Elizabeth, Daughter of Stephen Coman Northam & Hannah his
 wife born May 12th. 1818.
 Caroline dau of Jacob Bird and Susanna his wife April 12th. 1818 born
 Jany 2d. 1818.
 Lois McEven Daughter of Widow Elizabeth Tobey born Novr. 6th.
 1818.
 Otis Pierce son of Joseph Tuttle May 2d. 1818 born Feby 26th. 1818.
 Susan } born Nov 15th. 1813.
 and } Daughters of Thos. Taylor June 7th
 Elizabeth Ann } born Feby 26th. 1817.
 Lucy Hill Daughter of Oliver Everett July 12th 1818.
 Henry Joseph son of Henry Gardner Esq. } Augt. 2 1818. born June 14.
 Deborah Hall Daughr. of Nicholas Ford }
 Warren son of William & Elizabeth Homes — Augt. 14, 1818 born 5th.
 1818.
 Francis Augustus son of Jonathan Bridgham Augt. 23. 1818.
 Hiram the Son of Isaac Withington — Sept 20th. 1818. born July 29 —
 1818.
 William Alexander son of Saml. Thompson Octr 4 1818.
 Sarah Williams Daughter of Widow Sarah W. Andrews November 1st.
 1818.

- George Son of Ebenezer D. Tileston Novr. 1st. 1818.
 Ann Sarah Daughter of Timothy H. Blackman Novemr. 29th. 1818.
 Bulah Holden Daughter of Ebenr. Sumner Jr. Novr. 15th: 1818, born
 Octr. 2d.
 Hannah Humphreys Daughter of Stephen Clap Decr. 13th. 1818 born
 Oct. 8th. 1818.
 David Lecain son of Ezekiel & Sarah Holden born Oct 4th. 1818.
 Betsey daughter of and Mrs. Bowen born december 19th. 1818.
 Charles French son of Joseph and Judith Battles was born April 5th.
 1818.
 William Holbrook son of William E and Sarah P Vincent born Augt.
 14th. 1818
 James Clement son of Edward and Mary Sharp was born February
 22d. 1818.
 Harriot Newell, Daughter of Enos & Esther Tolman Baptized Feb
 22d. 1818. born Jany 17th. 1818.
 Caroline Daughter of Henry & Francis Gray May 4th. 1818.
 Mary Margaret, Daughter of John & Mary Codman May 4th. 1818.
 born April 13th.
 Mary Elizabeth, Daughter of Nathl. Clap 3d. June 6th. 1819
 Feby 16. 1818.
 Sarah Gurley, an adult Augt. 9th. 1818.
 Harriot Sherburne Daughter of Joseph & Betsey Clap Augt. 9th. 1818
 Born July 10th. 1818.
 Abbot Gill, Daughter of Ezekiel & Thayer Novr. 8th. 1818.
 Charles Augustus Son of Tristram & Sylvia Bird Novr. 8th. 1818.
 born Octr. 1 — 1818.
 Jane Ritchie Daughter of Ebenr. & Clarisia Dorr Novr. 22d. 1818.
 Oliver Minott, Son of Daniel & Sophia Talbutt Baptized Novr. 21—1819
 — born Novr. 5th. 1818.
 Sarah Blake, an adult, Decr. 13th. 1818.
 Gustavus Son of Jabez & Lucretia Lewis Decr. 13th. 1818.
 Harriot Ellis Son of Abisha & Rebecca Cottle Decr. 29th. 1818.
 Sarah Maria Daughter of Jacob & Sarah Bacon, born Novemr. 28th.
 1818.
 Elizabeth the daughter of John Hawes decd. was born Oct 19th. 1818.
 Elizabeth the Daughter of Partrick and Rebeckah Collings was born
 October 25th. 1818.
 Jane Elizabeth daughter of Henry and Catharine Crane born Augt.
 26th. 1818.
 George the son of Capt William and Amelia Mellus born July 22d.
 1818.
 John Baker son of Major Samuel and Lucy Payson born Decr. 3d.
 1818.
 Ferdinand, Son of Capt Richard Uran Augt. 1st. 1819. born Decr.
 30th. 1818.
 Francis Henry Son of Amos & Ruth Hersey March 29th. 1819. born
 Decr. 17th. 1818.
 Ann Sarah daughter of Timothy H and Nancy Blackman born January
 19th. 1818.
 Manly Williams } Children of Zachariah Cain Augt. 2d. 1818.
 Eliza Warrington }
 John Whiting }
 William — } Children of Willm. Bowman
 Susan Elizabeth } Augt. 2d. 1818.
 Lewis — }
 Mary Ann the daughter of John Paul and Abigail his wife born Sep-
 tember 18th. 1818.
 Joseph son of Samuel and Elizabeth Knox born Jany 26th. 1818.

Laura Ann, Daughter of Capt Michael Harris Augt. 9th. 1818.
 William, Son of Capt Henry Cox Sept 27th. 1818.
 Seth } Sons of Capt Seth Briggs
 Henry Caldwell } born July 8- 1814 Octr. 1st. 1818.
 Daniel } born Jany 4- 1817
 Olive the wife of David Brewer Octr. 25th. 1818.
 Susan Briggs, Daughter of Do. Octr 25th. 1818.
 Mary Richerson } Twin Children of Reuben Swan
 Stephen Augustus } born August 17th Oct 25th. 1818.
 Jane Elizabeth, Daughter of Henry Crane Oct 25th. 1818. born
 August 26th.
 Lucy Withington, Daughter of John & Lucy Mears Oct 25th. 1818.
 born Sept 13th. 1818.
 Persis daughter of Isaac and Mary Cox was born May 11th. 1818.
 James Robinson son of John and Mary Pierce was born February 13th.
 1818.
 Samuel son of Leonard & Ann Howe born September 26th. 1818.
 Benjamin son of Samuel and Eliza Kanurse born May 1818.
 William son of James Bowdoin and Ann Hearsey born March 9th.
 1818.
 Hannah daughter of Benjamin and Luranna Leonard born Novr. 12th.
 1818.
 Sarah Elizabeth daughter of James and Elizabeth Pope born January
 12th. 1818.
 Charles Davenport son of Jonathan and Nancy Harod born May 9th.
 1818.
 Clarisa Daughter of Leml. Shepherd born October 22d. 1818. May
 23d. 1819.
 Sarah Hall daughter of Joseph and Sarah Wiswell born June 22d.
 1818.
 Clement Washington son of Capt Clement and Mary Sumner born
 March 28th. 1818.
 Julia Ann daughter of William and Betsey Beckweth born June 7th.
 1818.
 Mary Ann daughter of Nehemiah and Betsey Snow born June 2d. 1818.
 Francis Walker, Daughter of John F. Pierce and Lois his wife. —
 Baptized Jany 2d. 1820. born Nov 20-1818.

1819.

Eliza Ann Daughter of Jesse & Houghton Jany 17th. 1819.
 Wealthy & Joshua the Daughter & Son of Joshua & Wealthy Thomas
 Tucker Jan 24th. 1819.
 Helen Robina Lockead the dau of James & Robina Caruthers Jan. 31st.
 1819.
 William Smith the Son of Bezer & Debba Hall born June 23d. 1819.
 John George Ware the Son of John & Abigail Seavens born August
 26th. 1819.
 Ebenezer the son of William Humphrey was born Feby 4th. 1819.
 Ebenezer Gunnison the son of Daniel and Elizabeth Balch Born Septem-
 ber 18th. 1819.
 Roxanna Tirrell the son of John and Lucy Bignall born August 11th.
 1819.
 Sarah Peterson daughter of Capt Seth Brigs and Sarah Elizabeth
 January 21st. 1819.
 Jane Loring daughter of Benjamin and Abba Fuller born June 16th.
 1819.
 Aaron son of Aaron and Elizabeth Bradshaw born March 30th. 1819.
 Nathaniel Warren son of Charles and Sarah Leeds born Oct 17th. 1819.

Elizabeth the Daughter of Joseph & Elizabeth Capen, born April 23d. 1819.

George the Son of David M. Merritt and Clementine his wife Was born August 24th. 1819.

Joseph Warren the Son of Charles Ford Baptized March 21st. 1819.

Alfred, the Son of Richard Clap Baptized Apl. 25th. born April 9th. 1819.

Elisha the Son of Benjamin & Releif Jacobs Baptized June 6th. 1819.

Charles Henry Son of John Minott Baptd. July 4th. 1819.

Samuel, Son of Samuel Thomas Baptized July 18th. 1819.

George Ellis, born Feby 1814

Lucy Elizabeth, born April 1816 } Children of Jesse Ellis.

John Lewis, born Feby — 1819 }

Samuel Adams, Son of Saml. Clap 3d. Baptized Octr. 3d. 1819 — born August 29th.

Caroline Lewis Daughr. of James Glover born Nov 10th 1819 — June 4th. 1820.

Joel Bird, Son of Ephraim Davenport, Baptized Novr. 21st. 1819.

Abigail, born July 25th. 1808. }

Daniel, born Sept 10th. 1810 }

Louisa born Feb 6th. 1812 }

Children of Caleb & Martha Wilson.

Sarah Elizabeth, Daughr. of Ebenr. Trescott Baptized Decr. 16th. 1819.

Harriott, born March 1810 }

Samuel, born Novr. 2d. 1811 }

Mary, born Augt. 12th. 1813 }

Almira, born July — 1815 }

David, born May 6—1817 }

Children of Eleazar Baker but not born in Dorchester.

Hiram Son of Dea Ebenr. Clap & Eunice his wife born Jany 22d. 1819. Baptized March 5th. 1820.

Ebenezer Boyd Son of William Humphrey born — Feby 4th. 1819.

Anderson the son of Mark Hollingsworth was born in Milton — March 6th. 1819.

George son of Joseph and Caroline Fost born Decr. 11th. 1819.

James the Son of Capt Wm. Clap Decr. 23—1819.

Sarah W. Fobes the daughter of Cyrus and Hester Fobes was born March 23d. 1819

Richard Charles the son of Elipahalet Thayer — born October 10th. 1819.

Darius Richmond the son of Darius and Harriot Brewer born June 23d. 1819.

Charles Hemenway son of John and Lovicy Ellis was born Jany 26th. 1819.

Arnold son of Asa and Ann Jilson born July 27th. 1819.

Margaret daughter of Joseph and Mary Homer born Feby. 15th. 1819.

Mary Ann daughter of Thomas and Mary Murphy born May 9th. 1819.

Mary Elizabeth daughter of Adam and Polly Perry born March 24th. 1819.

Lucy Ann daughter of Zachariah and Charlottee Cain born Feby 3d. 1819.

Mary Eliot daughter of William and Nancy Bowman born May 18th. 1819.

David Lecain son of Ezekiel and Sarah Holden born October 12th. 1819.

Martin son of Elijah and Priscilla Bird born June 14th. 1819.

Vesta daughter of Benjamin and Nancy Gates born June 13th. 1819.

Mary Ann daughter Jonathan and Susanna Capen born July 9th 1819.

Eunice daughter of Daniel and Eunice Lord born Augt. 8th. 1819.
 John son of John and Elizabeth Williams born June 29 — 1819.
 Charles Munroe son of David and Anne Wetherbee born Feby 7th. 1819.
 Enos son of Enos and Elizabeth H. Field born Jany. 28th 1819.
 Barney Smith Son ——— May 9th.
 Hannah Whiton, Daughter of Abel Cushing Esq. June 27th.
 Hannah Bird Daughter of Wm. Henley July 9th.
 Lucy Ann Daughter of Zechariah Cain July 11th.
 Mary Burnham Daughter of Thompson October 10th
 Madaline Richards daughter of Henry and Catharine Crane born Novr. 15th. 1819.
 Elizabeth Blackman daughter of Elihu and Ann Kelton born Decr. 2d. 1819.
 Elisha son of Benjamin and Jemima Jacobs was born May 12th. 1819.
 Lucy Gay the daughter of Joseph R. Blake March 7th. 1819.
 Sarah Meriam Daughter of Samuel Capen born Jany 7th. — May 31st. 1819.
 Mary Withington Daughter of Stephen Robinson born April 30th. — June 23d. 1819.
 Ezekiel James Son of Enos Tolman June 13th. 1819.
 Sarah Daughter of Samuel Topliff born May 16th. 1819 July 4th. 1819.
 Charles Russel Son of Henry Gray. — July 4th. 1819.
 Lydia Ann Wyatt }
 John Andrews } Children of Benjamin & Rachell Whitney July
 Benjamin Franklin } 11th. 1819.
 Charles Green, Son of Joseph R. Blake Octr. 1st. 1819.
 Sarah Lovisa Daughter of William Ropes Oct 8th. 1819.
 Mary Badlam Daughter of Edward Sharp born Sept. 12th. — Novr. 2d. 1819.
 Sarah Miriam the daughter of Samuel Capen & Hannah his wife was born Jany 7th. 1819.

1820.

Mary Ann Daughter of Revd. Leml. Capen & Mary Ann his wife April 16th. 1820 born Feb. 19th. 1820.
 Dorothy Harris Daughr. of Stephen Clap April 30th. 1820. born March 26th
 George Son of William Trask May 27th. 1820. March 1820.
 Ann Jane Daughter of Moses Mandall Born March 24th. 1820 Baptized June 4th 1820.
 Joseph Pierce, Son of Joseph Nash born March 21st. 1820 — baptized June 4th. 1820.
 Eliza Babcock Wales Daughter of Daniel Davenport July 2d. 1820. born April 28th.
 Mary Daughter of Jacob Bird & Susanna his wife born March 5th. 1820 July 2d. 1820.
 Henry Hall Son of Joseph Tuttle born Feby 17th — baptized July 2d. 1820.
 Alexander Glover, Son of Samuel Thompson July 10th. 1820.
 Isaac Winslow, Son of Charles Bradford Sept 3d. 1820.
 Elizabeth Jane, Daughter of Timothy H. Blackman October 1st. 1820. born July 23d. 1820.
 Sarah Hazen Daughter of Capt. Cyrius Balcum born September 25th. Novr. 5—1820.
 James Humphreys, Son of Amos Upham born Sept. 25th. 1820.
 George Henry Son of Ebenezer Trescott Decr. 23th 1820.
 John the Son of John Hawes decd. was born August 25th 1820.
 William Harris the son of John Paul and Abigail his wife was born September 24th. 1820.

Catharine daughter of James B. and Ann Hearsey born — Jany 31st. 1820.

Susan daughter of Asa and Mary Thompson born October 8th. 1820.

Robert son of William and Sally Swan born Novr. 28th. 1820.

Madaline Daughter of Henry Cranch May 14th. 1820.

Richards, Son of Benjamin B. Leeds born April 28th June 4th. 1820.

Sarah Robinson Daughter of John Mears born March 31st. 1820. June 4th. 1820.

Emily Warren Daughter of William Swan — June 9th. 1820.

Hiram Walker Son of Capt Michael Harris July 23d. 1820.

Sarah Ellin Daughter of William Vincent Sept 3d. 1820.

Mary Ann Daughter of David Brewer Sept 24th. 1820.

George Son of Reuben Swan Novr. 19th. 1820. born Sept. 26th.

Anne the Daughter of Partrick and Rebeckah Collins was born December 12th. 1820.

George Hiram son of John and Martha Rogers born May 8th 1820.

Frederic Augustus son of Rufus and Susan Sumner was born March 4th. 1820.

Mary daughter of Isaac and Mary Cox was born February 3d. 1820.

Mary Ann daughter of Benjamin and Sarah Stone born April 15th. 1820.

Joseph William son of Joseph and Mary Homer was born June 25th. 1820.

John son of Thomas and Mary Murphy born August 11th. 1820.

Clarisa Wade daughter of William and Betsey Beckwith born Decr. 25th. 1820.

Nancy daughter of James and Mary Sullivan was born Sept 10th. 1820.

Henry son of James and Elizabeth Pope born Feby 26th. 1820.

George Washington son of Garrett Murphy born February 22d. 1820.

Francis Augustus son of Jonathan and Susanna Bridgman born Augt. 1st. 1820.

Edward son of Capt William and Amelia Mellus born March 7th. 1820.

Elinor Margaret daughter of Zachariah & Charlottee Cain born Sept 24th. 1820.

Harriot Williams daughter of Spencer and Hannah Johnson born June 27th. 1820.

Frank Fobes son of Joseph and Judith Battles born Feby 12th. 1820.

William Henry son of Henry and Rachel Cox born Decr. 1st. 1820.

Abigail daughter of John and Mary Davis born Feby 13th. 1820.

John the son of John and Ann Maria Talbot born—April 24th. 1820.

John the son of John and Abigail Field born Oct 8th. 1820.

Maria Louisa daughter of Capt Wm. and Amelia Mellus born June 10th. 1820.

Abigail Ross

James

Elizabeth

Mary

Ellis

Pamela Crane

} Children of Isaac Houghton February 18th. 1820.

Clarasa Badlam Daughter of Ebenr. Dorr April 2d. 1820.

William } born March 19th. 1815 } Children of Leonard Everett
Catharine Clark } born Jany. 29th. 1817. } April 30th. 1820.

Margaret Russell Daughter of Revd. John Codman born May 1st. Baptd. June 18th. 1820.

Jacob Son of Jacob Edson June 24th. 1820 born Jany 29th.

Thomas Son of Thos. J. Tolman & Hannah his wife born July 12th. 1820.

Elmira Ann Daughter of Mr. Savage July 23d. 1820.
 Charles Son of Joseph Tolman born June 8th. 1820.
 Samuel John Son of Dea Samuel Capen August 20st. 1820.
 John Brooks Son of Samuel Page Oct 15th. 1820.
 Edwin Foule Son of Jesse Houghton Novr. 19th. 1820.
 Luey Elizabeth the daughter of Daniel and Elizabeth Balch born
 November 14th. 1820.
 Catharine the daughter of Joseph W. Bird born Decr. 1st. 1820.
 Elizabeth Badlam daughter of Stephen and Hannah Pierce — born
 Jany 6th 1820.
 John the Son of Enos Tolman & Easter his wife borne Decr. 1 —
 1820.
 Catharine Gardner Daughter of Nathaniel Clap 3d. and Mary his wife
 born August 3d. — 1820.
 John son of John Field Baptized June 6th. 1820 [*sic*] born Oct 8th.
 1820.
 Mary Ann, the Daughter of Charles Ford and Lois — his wife Baptized
 March 4th. 1821. — born Novr. 19th. 1820.
 Sarah Louisa Daughter of John F. Pierce and Lois his wife was Bap-
 tized April 1st. 1821. — born Novr 25th. 1820.
 Theodore the Son of Charles Fisk and Hannah his wife Was Baptized
 April 1st. 1821 — born Sept. 17th. 1820.

1821.

Cornelia Waitstill the Daughter of Mark Hollingsworth was born in
 Milton Octr. 7th. 1821.
 Maria Tolman the daughter of William Tolman born October 8th.
 1821.
 Jonas the son William Humphrey was born July 11th. 1821.
 Lydia Francis Daughter of Henry Gray Jany. 26 — 1821.
 Zebiah Adams Daughter of Isaac Houghton Jan — 28th. 1821.
 Lucy Ann the Daughter of Jeremiah S. Blake born January 15th —
 Feb 25th. 1821.
 Jane Jacobs the Daugr. of Jacob & Sarah Bacon born Feb 1st. 1821.
 Elizabeth Ann Daughter of Henry Clap born April 6th — May 1st.
 1821.
 Jenct Jemima } Children of Jervis Watts May 13th. 1821.
 Margaret Agnes }
 Eli Walter Son of Huldah Wilcox May 27th. 1821. Born April 11th.
 1821.
 William Nathaniel Son of Peter Blake and Fanny his wife was born
 June 10th. 1821.
 Edward Breck Son of Stephen Robinson and Hannah his wife was born
 May 29th — July 1st. 1821.
 John Adams son of John and Loviey Ellis was born October 6 1821.
 George the Son of Leonard Everett and Nabby his wife was born May
 25th. 1821.
 Mary Codman the Daughter of Henry Gray and his wife was
 born August 5th. 1821.
 Samuel the Son of James Penniman and Sarah his wife was Born
 August 12th. 1821. born April 28th.
 Leander Vernon } Children of Ebenezer Shaw and Dianthe his wife
 Nathan Gurney } was Baptized September 16th 1821.
 Dianthe }
 Samuel Woreester Son of Deacon Joseph Clap and Betsey his wife was
 Baptized September 30th. 1821. born Sept 3d —
 David Pratt the Son of Aaron Bradshaw and his wife was
 Baptized September 30th 1821.

- Caroline the Daughter of Ebenezer Dorr & Clarisa his wife was Baptized October 21st. 1821.
- Oliver Hazard son of Adam Perry Aug. 15th. 1821.
- Sarah Ann the Daughter of Aaron Nixon and Betsey his wife was born October 1821. Sept 11th. August 27th [*sic*].
- Abigail Ann the Daughter of John Tolman and Hannah his wife was born October 1821. born August 27th.
- Joseph Williams the Son of Jonathan Hammond and Mary Ann his wife was born Oct. 25th. Novr. 4th. 1821
- William Coombs the Son of the Revd. John Codman and Mary his wife was born Nov 3d. Baptized Decr. 9th. 1821.
- Martha Ann the daughter of Daniel and Almira Sanderson born Oct 21st. 1821.
- James Humphrey Son of Charles Seavens and Sarah his wife Baptized April 1st. 1821 —
- Thomas William son of John and Johanna Capen Decr. 5th. 1821.
- Sarah, born May 10th. 1806
- William, born Novr. 17th. 1809
- Francis born May 9th. 1812
- Samuel born Octr. 4th. 1817
- } Children of William Swan and Sarah
his Wife
- Martha the Daughter of Richard Clap and Mary his wife was Baptized May 13th. 1821 — born April 27th. 1821.
- Caroline the Daughter of Samuel Clap 3d. and Susannah his wife was born May 5th. Baptized June 17th. 1821.
- Albert Pierce Son of John Holden and Rhoda his wife Baptized July 1st. 1821 — Born May 11th.
- Alexander the Son of Captair. William Clap and his wife was born June 16th Baptized July 1st. 1821.
- Samuel Topliff the Son of Widow Mary Bird Baptized born September 21d. 1821.
- Cyrus Son of Darius and Harriot Brewer born Sept 23 — 1821.
- John Balkum son of John and Martha Rogers Baptized Sept 9th. 1821. born Oct 3d. 1821 [*sic*].
- James Humphrey Son of Royal Oliver and his wife was Baptized Septr. 16th. 1821 —
- Thomas Henderson Son of Thomas Parker and Sarah his wife Baptized October 8th. 1821 — born May 24th.
- Sarah Maria Daughter of Captain Uran and Sarah his wife Baptized Octr. 23d. 1821 — born April 3d.
- Edward Augustus Son of Joseph B. Henshaw and his wife Baptized Oct 23d. 1821.
- Charles Henry Son of Lewis Pierce and Sarah his wife Baptized Novr. 4th. 1821 — born Augt. 16 1821 —
- Edward the Son of Revd. Lemuel Capen and Mary Ann his wife Baptized Novr. 25th. 1821 — born Oct 20th. 1821.
- Robert — Son of William Swan and Sarah his wife Baptized Jany 13th. 1822 — Born Novr. 28th. 1821.
- Henry Bernard Son of Stephen Clap and Hannah W. his wife Baptized Jany 20th. 1822 — born Oct 26th
- Ebenezer Otis Son of Ebenezer Sumner Junr. and Ann his wife Baptized Jan 20th. 1822 — born Oct. 23d. 1821
- George Edward Clap the Son of George Clap and Edla his wife was born August 20th. 1821.
- Elizabeth Ann Spear Grand Daughter of Mrs. Elizabeth Cordis Baptized July 29th 1821 —
- Abigail Adelaide Daughter of Mr. William Sumner Junr. Baptized July 29th. 1821 — born October 2d
- Clarisa the Daughter of Mr. Robert P Tolman and Mary his wife was Baptized — Sept 9 — 1821 —

John the Son of Mr. John Mears & Lucy Baptized — Sept 13th. 1821 — born August 17th.
 Mary the Daughter of Mr. Lemuel Shephard was Baptized Sept 23d. 1821 — born July 11 — 1821 —
 Amos the Son of Deacon Eben Clap born Novr. 5th. 1821 — Baptized Jany. 13th. 1822.
 David Jackson the son of Jesse Fowler was born April 15th. 1821.
 Henry the son of Cyrus Fobes and Hester his wife was born August 19th. 1821
 Henry Barnard son of Stephen Clap born Octr. 26th. 1821. Jany 13th. 1822.
 Ebenezer Otis son of Ebenezer Sumner Jr. born Oct 23d. 1821 Jany 13th. 1822.
 William Mellish the son of Zenas Eaton born ——— January 13th. 1821.

1822.

William Wilcox the Son of Mr. Edmund D. Lucas and Hannah his wife born January 12th. 1822 —
 Mary Tamzin the daughter of Josiah and Clarisa Gould born October 15th. 1822.
 Lydia Caroline the Daughter of Eliphalet Thayer born Sepr. 8th. 1822.
 Charles Eliot son of Samuel P Loud Esqr. and Susan born Feby 1st. — April 7th. 1822.
 Thomas son of Major Samuel Payson born March 13th. ——— May 12th. 1822 —
 Mary Bird daughter of Isaac Howe 3d born Feby 20th ——— May 12 — 1822
 Charles Amos son of Amos Upham and Abigail his wife born March 10th. 1822. Baptd. May 12-1822
 Sarah the Daughter of William Wiswell and Sarah his wife born March 14th. ——— July 7th. 1822.
 Robert the son of Jacob and Hannah Edson was Baptized February 3d. 1823 — Born June 20th. 1822.
 Frederic William son of Capt Richard Uran ——— July 21st. 1822 — born July 7th. 1822.
 Elizabeth Pierce Daughter of Joseph Tuttle ——— August 4th. 1822.
 Joseph Stephens son of William Trask born July 23d. 1822 ——— August 18th. 1822.
 Deborah Hall Daughter of Nichols Ford ——— August 25th. 1822.
 Charles Henry Hall son of Zebee Cook ——— August 25th. 1822.
 Susan Lewis born July 15th. 1815 } Children of the widow of Capt
 Elizabeth Hawes Octr. 1807 } Thos. Munro
 Elizabeth born Octr 19th. 1818 } Children of the Widow
 John born — Augt. 25th. 1820 } of John Hawes
 Elisha the son of Richard Clap and Mary Clap his wife October 6th. 1822 — born September 29-1822.
 Matilda Susanna daughter of Henry Gardner born Novr 17-1822 born Augt. 16th
 Timothy the son of Samuel Clap 3d November 17th. 1822 born Sept 24th.
 Mary the daughter of Charles Seavens and Sarah his wife was born Decr. 22-1822
 Hannah Sylvia the daughter of Tristram and Sylvia Bird born Feby 16th. 1822.
 Thomas Jarvis the son of Jarvis and Susan B Fenno born July 25th. 1822
 Martha Page daughter of Marshall & Eliza Floyd born May 16-1822.

Edward Vose } born Sept 20th. 1813.
 William Henry } March 14th. 1815 Baptized Sep-
 James White } April 30th. 1817 tember 7th. 1822.
 John Francis } Jany 26-1819 Children of
 Sarah Emily } July 31-1825 John Nightingale.
 James Clement son of Seth & Sarah E. Briggs born May 9th 1822.
 Henry the son of Joshua Pierce Baptized September 8th. 1822 — born
 April 18th
 Thomas son of Thomas & Mary Murphy Sept 30-1822.
 Sarah Louisa the daughter of Reuben Swan was Baptized December
 22d. 1822 — born Sept 10th. 1822.
 Caroline Susan the daughter of John and Abigail Paul born September
 6th. 1822
 Charles Hodge Balch son of Daniel and Elizabeth Balch born Novr.
 5th. 1822.
 James son of James and Rachel Foster born September 9th. 1822.
 Lucy Maria the daughter of Jared and Lucy Carrell born April 30th.
 1822.
 George the son of Ebenezer Holmes and Martha his wife was born
 March born January 21st. 1822.
 Rhoda Richardson an Adult Baptized — April 14th. 1822.
 Susanna Benson the daughter of Mr. Perry — April 14th. 1822.
 Mary Ann } Baptized April 14th. 1822
 Benjamin Webb } Children of Mrs. Mary Adams
 Fanny Almira }
 John Flavel the son of John Flavel Pierce Baptized May 4th. 1823 —
 born Oct 22- 1822
 Jacob the son of Jacob Bird Baptized August 3d. 1823 born April 20th.
 1822.
 Ameline Agusta daughter of Francis & Nancy B Everett born —
 Decr. 12th. 1822.
 Amasa Silvia the daughter of Tristram and Silvia Bird Baptized May
 26th. 1822
 John Lemuel the son Samuel and Hannah Capen Baptized July 7th.
 1822 — Born June 13th. 1822.
 Lucy Maria the daughter of Jared and Lucy Carrel Baptized July 7th.
 1822 —
 John the son of Joseph and Sarah Blake Baptized September 8th. 1822.
 Peter Meriam the son of Peter and Blake was Baptized Sept.
 8th. 1822.
 Martha } Baptized September 8th. 1822. Children of
 Mary } the Widow Ruth Dickerman.
 Maria }
 Sarah daughter of Isaac & Mary Cox born Jany 30 — 1822.
 Elizabeth the daughter of Mr. Watt from Lapland — Sepr. 1822.
 Robert Thomas son of Thomas and Martha Pierce born May 1st. 1822.
 William Comely the son of Edward and Mary Sharp Baptized October
 6th. 1822. born Sept 5th. 1822.
 Rachel daughter of Jonathan & Rebecca Collyer born March 4th. 1822.
 Elizabeth Topliff daughter of Aaron and Elizabeth Bradshaw was Bap-
 tized October 27th. 1822.
 Betsey Calef was Baptized November 10th. 1822.
 Louisa Nichols the daughter of Mr. Adams Baptized Novr. 10th.
 1822. —
 Caroline daughter of Caleb and Martha Wilson born April 14th 1822.
 Mary Elizabeth the daughter of Joseph and Polly Tolman Baptized
 November 17th. 1822 — Born October 19th.
 Francis the son of Jesse and Mary Houghton Baptized November 17th.
 1822.

Sarah Withington the daughter of William and Sarah Vose Baptized December 2d. 1822 born Nov 8/22.

Isaac Smith the son of Isaac and Ziba Houghton Baptized December 22d. 1822.

Jeremiah the son of Jeremiah S. B. and Lucy Blake Baptized Decr. 22d. 1822 born Novr. 18th.

Mary Green the daughter of Revd. Harvey & Ann Wilbur December 29 - 1822 —

Henrietta the son of Bezer and Deborah Hall ——— born April 5th. 1822

Aaron son of Col Aaron and Izanah Capen born — Octr. 11th. 1822.

1823.

Elizabeth } born Jany 28th. 1815 { Baptized January
John } born Novr. 23 — 1819 { 20th. 1823. Children
Andrew } July 26th. 1821 { of James McIntosh.
Elizabeth Tolman daughter of Stephen & Elizabeth Hall born Novr. 1st. 1823.

Jarvis the son of Ebenezer and Diantha Shaw was Baptized January 26th. 1823.

Louisa Carver daughter of Martha Barnes born Feby 20th. 1823.

Catharine Brown the daughter of William and Catharine Tucker April 3th. 1823.

Amos David the son of Enos and Esther Tolman April 20th. 1823 — born Jany 4th.

Lemuel Tolman the son of Joseph and Mary Hunt born 1823. — of Milton.

Robert the son of John and Mary Codman was born March 8th. 1823 Baptized May 18th. 1823.

Mary Wyatt the daughter of Samuel and Eliza Swift Baptized May 20th. 1823. born May 1st.

Isabella the daughter of Mr. Gerrie May 25th. 1823 —

Hannah Lemist the daughter of Henry and Hannah Clap born July 20th. 1823 — born May 21st

Susanna Elizabeth the daughter of James and Sarah Penniman July September 14th. 1823 —

Sarah Ann the daughter of Paul and Mary Reed Baptized October 11th. 1823.

Paul Reed & Mary Reed Adults Baptized October 11th. 1823 —

Whiting Grant & } Adults Baptized October 11th. 1823.
John B Gilman }

Albert the son of Capt Jeremy Drake was born November 13th. 1823.

James Edward son of James and Rachel R Robinson born December 15th. 1823.

Melinda Wilcox born November 19th. 1823 the daughter of Moses Wood and Melinda Wood his wife Baptized Febuary 1st. 1824.

William Timothy the son of William and Eliza Jacobs born Decr. 14th. 1823 —

Thomas the son of Thomas and Christina French McIntosh born April 14th. 1823

William Edwin Son of Elisha and Nancy Ford born July 20th. 1823 —

William Henry son of William Holmes — March 7th. 1824 — born Sept 7-1823.

Henry Son of Henry and Catharine Crane born Septr. 17th. 1823.

Levi son of Levi and Eliza Brdshaw was born September 1st. 1823

Andrew Jackson the son of Daniel Davenport born April 15th. 1823 — born Feby 15.

Elizabeth } born Decr 2- 1819 { Children of Elihu Kelton
 Lydia } born Feby 30th } Baptized May 4th. 1823 —
 Betsey Howe the daughter of Royal Oliver Baptized May 4th.
 1823 —
 Francis son of Francis & Ann Maguire born Nov 27- 1823.
 Rachel the daughter of Charles Ford Baptized June 1st. 1823 — born
 Feby 25th.
 Lydia Jefferies the daughter of George Bird Baptized June 1st. 1823 —
 born April 5- 1823.
 Lucy Elizabeth the daughter of Thomas Parker Baptized June 1st.
 1823. born March 11th.
 George Fordyce son of Dr. Noah Fifield of Braintree June 8th. 1823 —
 Leonard Walter the son of Walter Trumbull Baptized June 15th. 1823
 — born March 28th.
 David Jackson born April 15th. 1821 } Children of Jesse Fowler Bap-
 Stephen Henry born May 24th. 1823 } tized Sept. 25th. 1823.
 Hannah Ann the daughter of Nichols Ford Baptized Septr. 27th. 1823 —
 born Sept 2d.
 Edwin the son of Capt Timothy H Blackman Baptized October 5th.
 1823 — born April 19th. 1823.
 Charles son of Ebenr. and Martha Holmes born Decr. 14th. 1823
 Charles the son of Ebenezer Sumner Junr. Baptized December 14th.
 1823 — born Sept 18th.
 Albert son of James and Elizabeth Pope born
 Lydia the daughter of Capt John Parks Baptized December 7th. 1823 —
 born July 20th.
 William Dwight the son of Capt Richard Urann — Baptized Decr.
 28th. 1823 born Decr. 9th. 1823.
 Samuel Richards son of Isaac and Emeline Field born — April 4th.
 1823
 Thomas Edward son of Thomas Mather and Jane Briggs Moseley born
 Novr. 5th. 1823.
 McLeon Hollingsworth the son of Mark Hollingsworth was born in
 Milton October 23d. 1823
 Sarah Billow the Daughter William and Ann Jones was born Novr.
 15th. 1823
 Emily Collins the Daughter of Partrick and Rebeckah Collins was born
 February 27th. 1823 —
 William the son of William Tolman born January 13th. 1823.
 Harriot Adeline daughter of Joseph Nash born June 11th. 1823 —
 Henry son of Henry and Caroline M. Blackman born September 8th.
 1823
 Caroline Elizabeth daughter of Daniel and Almira Sanderson born
 September 20th. 1823.
 Susannah the daughter of Moses and Betsey Pond was born —
 April 8th. 1823
 George son of Capt Henry and Margaret Peterson born — August
 2d. 1823.
 Lucy daughter of Major John and Susannah Parks was born —
 July 20th. 1823
 Elijah the son of Elijah and Eliza Mary Tolman was born —
 October 29th. 1823.
 Thomas Edward Son of Thomas Moseley Junr — April 4th. 1824
 born Nov. 5th. 1823.
 Mary Vose the daughter of Warren Glover May 16th. 1824 — born
 Novr. 20th. 1823.
 Hannah Ann daughter of Nichols and Elizabeth Ford was born —
 September 2d. 1823 —
 Nancy daughter of Zenas and Betsey Bowen was born — August
 12th. 1823.

Harriot the daughter of John and Margaret Packard born ———. Novr. 10th. 1823

Jesse the son of Mason and Lucinda Pierce was born ——— Novr. 4th. 1823.

Hannah the daughter of William and Elizabeth Hendley born May 15th. 1823.

Stephen son of Jesse and Nancy Fowler was born May 25th. 1823.

Abigail Thayer the daughter of John Field June 6th. 1823 ——— born Jan 3d. 1823.

1824.

Mary Holden the daughter of Jarvis Fenno and Susan B. Fenno his wife was born March 17th. 1824

Lemuel Dickerman Son of William Humphrey born March 17th. 1824

George Otis the son of Joseph Capen born ——— March 3d. 1824.

Thomas the son of William F. Williams and Sarah his wife born April 24th. 1824.

Carolina Sabiah the daughter of Joseph L. Fisher and Sabiah D. Fisher his wife born Decr. 27th. 1824.

Marcy the daughter of Cyrus Fobes and Hester his wife was born February 11th. 1824.

Betsey Hawes daughter of Isaac and Mary Cox born March 10th. 1824.

Henry Hatch son of Charles and Sarah Seavens was born July 8th. 1824.

Albert the son of Capt Stephen and Mary Tolman born Feby 13th. 1824.

William Henry the son of William Jones and Ann his wife was born Decr. 25th. 1824.

Lydia Elizabeth the daughter of Stephen Clap January 4th. 1824.

Mary Elizabeth the daughter of Daniel Talbut January 1824.

Mrs. Anna Savage Baptized January 4th. 1824 wife of John Savage.

Samuel Malticks an Adult Baptized Feby 6th. 1824.

Ellin Kittle the wife of Captain Eliphalet Smith Baptized Feby 1824.

Elizabeth Tolman daughter of Stephen Hall — March 7th. 1824.

Mary Elizabeth daughter of Capt Francis Dewson March 28th. 1824 born Jan 14.

Lucretia Smith an Adult Baptized — March 28th. 1824 —

Zoa Dailie an Adult Baptized March 28th. 1824 —

Mary Caroline the daughter of Moses Mandall April 4th. 1824.

Harriot Amelia daughter of Joseph Nash April 4th. 1824.

Amelia Tileston the daughter of Lemuel Shephard April 18th. 1824 born Jan 17—

Jesse the son of Jesse Houghton May 9th. 1824.

Lydia Elizabeth the daughter of Widow Collyer May 16th. 1824.

Joseph the son of Joseph Shephard — May 23d. 1824.

Margaret Ulbiana the daughter Joseph Shephard May 23d. 1824

Louisa Elizabeth daughter of Michael Harris May 23d. 1824.

William Ford son of William Sumner Junr. — June 13th. 1824

Henry Lincoln son of Abel Cushing June 13th. 1824.

Eleanor Margaret the daughter of Zachariah Cain July 11th. 1824.

Rebekah the daughter of Zachariah Cain July 11th. 1824.

Mary Rebekah the daughter of Elijah D. Harris August 15th. 1824

Henry Vose son of Eliphalet Thayer born Jan 26th. 1814 Baptized August 13th. 1824.

Edward Loring son of Eliphalet Thayer born Decr. 3d. 1815 — August 13th. 1824.

Warren the son of Eliphalet Thayer born Augt 28th. 1817 — August 13th. 1824.

Richard Charles son of Eliphalet Thayer August 13th. 1824 — born Octr. 10th. 1819.

- Lydia Caroline daughter of Eliphalet Thayer August 13th. 1824. born
 Septr. 8-1821.
- Henry son of Major Samuel and Lucy Payson Septr. 5th. 1824 born
 April 22d.
- Henry Hatch son of Charles Seavens Septr. 5th. 1824 born July 8th.
 1824.
- Sarah Peterson daughter of Widow Sarah Briggs Septr. 5th. 1824.
 born Jany 21-1819.
- James Clement son of Widow Sarah Briggs Septr. 5th. 1824 born
 May 9th. 1822.
- Seth the son of Widow Sarah Briggs September 5th. 1824. born
 May 9th.
- Ann Caroline the daughter of Samuel P. Loud Esqr. Septr. 26th. 1824.
 born April 21st.
- Julia Augusta the daughter of Zebedee Cook Esqr. September 26th.
 1824
- Martha the daughter of Josiah Kingsbury October 3d. 1824 born
 Jany 20th.
- Cyrus Morton son of Cyrus and Eliza Battles born August 3d. 1824.
- Stephen Thomas son of William Swan November 22d. 1824.
- William Atherton son of William Tucker Decr. 19th. 1824 born
 April 29.
- Charles Thomas son of Widow Wade December 26th. 1824.
- Elizabeth daughter of Enos and Ester Tolman born December 5th. 1824.
- Abigail Humphrey the daughter of Amos and Abigail Upham born
 November 17th. 1824.
- Sarah Whitman the daughter of Ebenezer and Diantha Shaw born Sep-
 tember 22d. 1824.
- Amasa the son of Joseph W. Bird born Decr. 3d. 1824.
- John the son of John and Hannah Tolman — born Feby 14th. 1824.
- Francis Henry son of Nathaniel and Mary Clap born December 17th.
 1824.
- Nathaniel Milton the son of Col Nathl. and Ann K. Ford born May
 27th. 1824.
- Mary Jarvis the daughter of Nathaniel and Mary Ann Hill — born
 March 27th. 1824.
- Caroline Sophia the daughter of Samuel T. and Almira Ruggles born
 August 6th. 1824.
- Spencer Warren son of Spener and Hannah Johnson born April 22d.
 1824
- Seth Colburn son of Edward and Elizabeth Jones born April 14th. 1824.
- Lucy the daughter of Joseph and Mary Homer was born Sept 23d. 1824.
- Lewis Glover son of Lewis and Hannah Hearsey Sept. 22d. 1824.
- Susanna Vose the daughter of Edward and Eunice Ruggles born July
 7th. 1824.
- Otis son of Otis and Ann Shephard born Sept. 27th. 1824.
- Joanna the daughter of John and Margaret Packard born June 20th.
 1824.
- Adeline daughter of Daniel and Lydia Talbut born August 8th. 1824.
- Helen Maria daughter of Benjamin and Abba Fuller born Sept 13th.
 1824.
- Izanah daughter of Col Aaron and Izanah Capen born Septr. 13th.
 1824.
- Elizabeth Jane daughter of Samuel C. and Mary Bird born February
 5th. 1824.
- Charles Francis son of Ruben and Ruthy Swan born ——— Novr. 14th.
 1824.
- Elvia the daughter of Elijah and Prisilla Bird was born Jany 25th.
 1824.
- Charles Wesley son of Elijah and Betsey Gay born June 1st. 1824.

Mary Jane daughter of John and Jane Wight born Octr. 31st. 1824.
 Harriet the daughter of John & Lucy Bignall was born Decr. 22d. 1824.
 Mary Caroline daughter of Francis and Nancy B. Everett born Oct. 12th. 1824.
 Loria Ann daughter of William and Betsey Beckworth born Jany 26th. 1824.
 Rebecca daughter of Elijah & Rebecca Stone born June 4th. 1824 —
 Sarah Tolman daughter of Sylvester and Sarah Wheeler born June 3d. 1824.
 Jason son of Jason and Bethiah Wentworth born August 28th. 1824

1825.

Rachel the daughter of James and Rachel Foster was born Feby 19th. 1825.
 Abigail Humphreys daughter of Amos Upham baptized Jany 30th. 1825.
 James Gilmore Nichols Glover son of Mr. Thompson baptized Jany 30th. 1825.
 Eliza Hester the daughter of Samuel & Elizabeth Swift baptized Feby 27th. 1825. born Feby 1st. 1825.
 Lemuel Robinson son of John Mears baptized April 3d. 1825.
 Hester the daughter of Mehitable Barlow baptized April 17th. 1825.
 Mary Rebekah daughter of Nichols Ford baptized April 27th. 1825.
 Charles Francis son of Reuben Swan baptized May 1st. 1825.
 Mary Rebekah Snelling daughter of William Popkins baptized May 1st 1825.
 Abraham Perkins son of Abraham Noyes baptized May 1st. 1825 — born January 1— 1825.
 William Bussey son of Joel Upham & Mary baptized May 8th. 1825 born Jany 11th.
 Harriet the daughter of Elihu Kilton baptized June 5th. 1825 born March 12th.
 Joseph Warren son of Charles Ford baptized July 3d. 1825.
 Francis Henry son of Nathaniel Clap Junr. baptized July 10th. 1825.
 John Bussey son of Capt John Bussey baptized July 18th. 1825.
 Nathaniel Topliff son of Amos Cutler baptized August 14th. 1825.
 Mary daughter of Richard Clap baptized August 28th. 1825 born August 16— 1825
 Anne Cordis daughter of Elijah D Harris baptized September 4th. 1825.
 Hannah Vose the daughter of Eliphalet Thayer born September 9th. 1825
 Ann Glover daughter of Benjamin Leeds baptized September 23d. 1825.
 Andrew son of Ebenezer Sumner baptized September 25th. 1825 born March 1st.
 Elizabeth Holmes daughter of Benjn. Sumner baptized Septr. 25th. 1825 born Jany 1st.
 Peter Mariam son of Peter & Fanny Blake baptized Septr. 11th. 1825.
 Ewin Mansfield son of D M Stearns baptized Octr. 2d. 1825.
 Auther the son of Henry and Francis Gray baptized October 2d. 1825.
 Walter Davis son of Isaiah D Richards born April 25th. 1825.
 Catharine Elizabeth daughter of George N. and Catherine Minott born June 20th. 1825.

Mary Buckminster born June 22d. 1817	} Children of Darius Brewer baptized Oct 9th. 1825.
Darius Richmond June 23d. 1819	
Cyrus ——— born Sept 23— 1821	

- Joseph Fayette son of Joseph and Arethusa Leeds Oct. 16th. 1825.
born May 21.
- John Flavel son of John F. Pierce baptized Novr. 6th. 1825. born
April 18th.
- Mary Abigail daughter of William and Hannah Pierce Novr. 8th.
1825.
- Hannah Elizabeth daughter of Jacob & Mrs. Hannah Edson Novr.
11th. 1825 born March 16.
- Sarah Williams daughter of Joseph and Polly Tolman Novr. 13th. 1825
born January 5th. 1824.
- Charles the son of Charles and Lucy Howe baptized Decr. 4th. 1825
born Octr. 10th.
- Sarah Francis daughter of William Jacobs ——— born Decr. 9th.
1825
- George Jackson son of Thomas and Sarah Parker born Decr. 31st.
1825.
- Moses } sons of Samuel and Abigail Symns
Aaron } born Decr. 19th. 1825.
- Bezer the son of Bezer and Melinda Thayer born Novr. 18th. 1825.
- Ann Maria daughter of Joseph and Sally Ellis born July 29— 1825
- Thomas the son of Thomas and Christina French McIntosh born Feby
3d. 1825.
- Mary Francis daughter of Roswell and Rebecca Gleason born March
12th. 1825.
- Nathaniel Bennet son of
Lucy daughter of Joseph and Sarah Ford born May 10th. 1825.
- Ebenezer son of James and Mary Lewis August 20th. 1825.
- John son of Mason and Lucinda Pierce born December 4th. 1825.
- Adeline daughter of Lewis and Fanny Leach born Novr 30th. 1825.
- Caroline Mather daughter of Henry and Caroline M. Blackman born
Augt. 15th. 1825.
- Sarah daughter of Joseph W and Nancy G. Parker born April 10th.
1825.
- Sarah Jane daughter of William L. and Mary Carleton born Feby 2d.
1825.
- Ellin Maria daughter of Elisha and Nancy Ford born August 30th.
1825.
- Joseph Grafton son of Marshall and Eliza Floyd born ——— August
10th. 1825
- Mary St. Leger daughter of Capt Richard and Sarah Uran born May
28th. 1825.
- Ann Maria the daughter of Capt Clement & Mary Sumner born March
5th. 1825.
- Henry Walter son of Ebenezer Foster Junr. and Mary his wife born
June 27th. 1825—
- Ebenezer Pason son of Thomas and Mary A. D. Robinson born Octo-
ber 8th. 1825.
- Hannah Lewis daughter of Joseph and Hannah Shephard born Decr.
11th. 1825.
- Benjamin Coolidge son of Samuel C and Mary Bird born Oct 15th. 1825.
- Emeline daughter of Major John and Susannah Parks born June 28—
1825.
- Mary Jane daughter of Joseph and Caroline Fast born February 3d.
1825.
- George Phillips son of William C and Selina Bond Born May 20th.
1825.
- Charles Howe son of Capt Charles and Lucy Howe born Oct 10th. 1825
- Mary Hall daughter of Henry and Mary B Clarke born May 25th.
1825.
- Mary daughter of Thomas and Mary Beales born Decembr. 13th. 1825

- Caroline Agusta daughter of Josiah and Hannah Kingsbury Novr. 14th. 1825.
- Mary daughter of Oliver and Mary Davenport born Feby 26th. 1825.
- Eunice Elizabeth daughter of Edward & Mary Crehore born Sept 12th. 1825
- Benjamin Franklin son of Benjamin and Merey Childs born July 16th. 1825
- Henry Edwin son of George and Mary Sawyer born Nov 20th. 1825
- Lemuel Robinson son of John Mears born February 6th. 1825.
- Sarah Emely daughter of John and Sarah Nightingale born July 31st. 1825.
- Royal Turner son of Nathan and Mary Bryant born Mareh 24th. 1825.
- Stephen Savin the son of the Widow Elizabeth Bradford born August 8th. 1825.
- William son of William and Eliza Goodwin born Sepr. 7th. 1825.
- James Henry son of Samuel and Elizabeth Knox born Octr. 1st. 1825.
- Albert the son of Levi and Eliza Bradshaw was born April 28th. 1825
- Elizabeth Wilkinson daughter of Justinian and Sarah Holden born March 29th. 1825.
- Ann Elizabeth daughter of Hannaniah and Betsey Temple born Mareh 8th. 1825
- Ameline Agusta daughter of Joseph and Judith Battles born Octr. 4th. 1825
- Stillman son of Samuel and Hannah Stone born — August 26th. 1
- Andrew son of Andrew and Ann Sampson was born Augt. 9th. 1825.
- Theodore Reed son of John and Jane Tileston born July 2d. 1825
- Orilla Jane daughter of Abel & Orilla Colburn born Augt. 25th. 1825.
- Theodore son of James Bowdoin & Ann Hearsey born July 10th. 1825.
- Clarisa daughter of Zenas and Polly Eaton born April 4th. 1825
- Sarah Hodge daughter of Daniel and Elizabeth Balch born Feby 3d. 1825
- Catharine Davenport daughter of Joseph and Katy Foster born June 7th. 1825.
- Sarah Elizabeth daughter of Zenas and Mary White born April 23d. 1825.
- Samuel Benjamin son of Samuel and Sophia Hildrith born July 25th. 1825.
- Bennet Wales son of Nathaniel B and Elizabeth B Towner born in Boston Feby 16th. 1825.
- Loisa Foster daughter of Ebenr. and Martha Holmes born Decr. 16th. 1825.
- Eunice Elizabeth daughter of Edward and Mary Crehore born September 12th. 1825.
- Charles Howard son of Asa and Mary Thompson born April 1st. 1825.
- Bridget son of Perez and Catharine Perrigan born December 4th. 1825
- Joseph Dearborn son of James and Rachel R Robinson born Nov 20th. 1825
- Charles Edward son of Joseph and Elizabeth Tuttle born Novr. 22d. 1825
- Laura Ann daughter of Isaac and Ameline Field born Feby 7th. 1825
- Lydia the daughter of George and Freelove Ellis born Novr. 30th. 1825.
- Harriot Augustus daughter of Aaron D and Mary Ann Field Novr. 6th. 1825.
- Jonathan William son of William F. and Sarah Wiswell born Novr. 18th. 1825.
- Caroline daughter of William and Elizabeth Holmes born July 29th. 1825
- George son of Jacob and Lois Beales was born — May 28th. 1825
- James son of Capt James and Mary W. Pierce was born Novr. 20th. 1825.
- Henry Walters son of Ebenezer and Mary Foster born June 27th. 1825.

The following births were recorded after those of 1825.

1801 to 1808.

William son of James and Polly McIntosh was born October 23d. 1801.
Adeline Berry daughter of Thomas and Eunice Crehore born in Milton Sept 13-1802
Eliza daughter of Samuel and Phebee Temple was born April 10th. 1802.
Sally Bent daughter of Noah and Relief Withington born February 27th. 1803.
Abigail Guild daughter of Jesse and Lucy Ellis was born December 26-1803.
Samuel son of Benjamin and Lydia Stone was born February 23d. 1804.
Mary Ann daughter of Thomas and Eunice Crehore born April 3-1804.
Elijah Stoddard son of Elijah S and Sarah Dunbar was born Jany 4th. 1805.
Hannah Orr daughter of Edward and Susanna Edwards was born Decr. 28th. 1805.
Rebecca Mason daughter of Nehemiah S and Betsey Snow was born July 28th. 1805.
Louisa daughter of Noah and Relief Withington, born June 23d. 1805.
Sarah daughter of Elijah and Sarah Withington born May 23d. 1805.
John son of Richard and Sukey Whitcomb was born June 17th. 1806.
Timothy Francis son of Timothy and Frelove Philips Sept 19th. 1807.
Joseph son of Charles and Sarah Leeds was born May 1st. 1807.
William son of William and Elizabeth Hendley born Sept 1st. 1807.
William son of John and Sarah Fox was born September 16th. 1807.
Clarissa daughter of Noah and Relief Withington born March 31st. 1807.
Abigail Ann daughter of Elijah and Sarah Withington born June 25th. 1807.
Charles son of Jesse and Lucy Ellis was born — December 26-1808.
George Frederic son of John and Sarah Amory was born Decr. 7th. 1808.
Charlottee daughter of Susannah Edwards was born August 29th. 1808.
Sarah Whitney Davis daughter of William & Lucinda Dorr born June 27th. 1808.
Samuel son of Richard and Sukey Whitcomb was born December 3d. 1808
Madison son of James and Polly McIntosh was born Decr. 23d. 1808.

1809.

Samuel son of Isaac and Mary Withington was born July 4th. 1809.
Francis son of Walter and Sarah Trumball was born Novr. 26th. 1809.
Joseph Williams son of Timothy and Frelove Phillips was born Oct 14th. 1809.
Charles son of Charles and Sarah Leeds was born November 22d. 1809.
Mary Perin daughter of John and Rebecca Capen was born Oct 29th. 1809.
John Whitney son of William and Nancy Bowman born August 29th. 1809.
James son of Reuben and Ruthy Swan was born April 21st. 1809.
Elizabeth Jane daughter of Aaron and Betsey T. Nixon born March 5th. 1809.
Harriot daughter of James and Polly McIntosh was born March 23d 1809.

Albert son of Lemuel and Sarah Shephard was born Feby 22d. 1809.
 James Robinson son of Euclid and Jane Tileston born Jany 22d. 1809.
 Emily daughter of Noah and Relief Withington born March 16th. 1809.

1810.

William Franklin son of Samuel and Phebee Temple was born April 8th. 1810.
 Nathaniel William son of Ebenezer D and Milley Tileston was born April 14th. 1810.
 Lewis son of Lewis and Fanny Leach was born June 21st. 1810.
 Susannah daughter of and Susannah Edwards was born June 23d. 1810.
 Ebenezer Trescott son of John and Sarah Fox was born — August 24th. 1810.
 Harriot daughter of Joseph and Katy Foster was born Sept 25th. 1810.
 Nathaniel Tileston son of Lemuel and Sarah Shephard was born Nov. 1st. 1810.
 Jane daughter of John and Sarah Deleno was born November 12th. 1810.
 Sophia Sherburn daughter of Dean. Joseph Clap was born Novr. 24th. 1810.
 Elbridge son of Benjamin and Lydia Stone was born Decr. 1st. 1810.
 Ruth daughter of Phinehas and Lydia Tolman born Decr. 10th. 1810.
 Bailey son of Elijah and Sarah Withington born March 12th. 1810.

1811.

John son of Oliver and Nancy Jordan was born March 10th. 1811.
 Edward Henry son of Edward and Mary Sharp was born March 11th. 1811.
 William son of William and Lois Trescott was born March 16th. 1811.
 Hannah Jane daughter of Euclid and Jane Tileston was born April 11th. 1811.
 Eliza Ann daughter of Capt. Elisha and Susannah Herrington Feby 18th. 1811.
 Mary Duncan daughter of Benjamin and Jemima Jacobs born April 22d. 1811.
 Charles son of Joseph and Nancy Bird was born — June 2d. 1811.
 Elizabeth Davis dau of Noah & Relief Withington born March 24th. 1811.
 Eunice Tucker daughter of Aaron and Betsey Nixon was born June 6th. 1811.
 Lucy daughter of Capt Saml. H and Peggy Everett was born June 1st. 1811.
 Albert son of Reuben and Ruthy Swan was born — July 20th. 1811.
 Sally Ann daughter of Asa and Ann Jilson was born Sept 6th. 1811.
 Patience Davis daughter of John and Rebecca Capen born Sept 3d. 1811.
 Benjamin Franklin son of Joshua and Eunice Johnson born Sept 13th. 1811.
 Eliza Ann daughter of Richard and Sukey Whitcomb born Novr. — 1811.
 Eunice daughter of James and Abigail Mayo born Decr. 25th. 1811.

1812.

Eliza daughter of Leonard and Ann Howe was born Feby 20th. 1812.
 Margaret daughter of Benjamin and Sarah Stone was born Feby 27th. 1812.
 Ellery Vincent, son of James Everett and Hannah his wife, born Decr. 25th. 1812.

Ann Barnard daughter of Walter and Sarah Trumball born March 21st 1812.

Rebecca Dagget daughter of Jesse and Lucy Ellis born April 22d. 1812.

Lewis son of Joseph and Sarah Wiswell was born April 10th. 1812.

William son of William and Nancy Bowman was born May 20th. 1812.

Joseph Warren son of Nehemiah S and Betsey Snow born July 31st. 1812.

Sarah Elizabeth daughter of Lemuel and Sarah Shepard born Sept 13th. 1812.

James Dexter son of Ezekiel and Sarah Holden born Octr. 12th. 1812.

Isaac son of Isaac and Lucy Prescott was born Novr. 4th. 1812.

Ameline Billings daughter of Benjn. and Susannah Ward born Decr. 3d. 1812.

Charles son of John and Sarah Fox was born December 8th. 1812.

1813.

Ann Alexander, daughter of Alexander Balch and Ann his wife, born Feby 4th. 1813.

Louisa, daughter of Oliver Everett and Ann his wife, born 1813.

Lucy Humphreys, daughter of Stephen and Hannah White Clap, born Octr. 24th. 1813.

Nancy Dunbar daughter of Jonathan and Nancy Harod born Jany 3d. 1813.

Harriot daughter of Lewis and Fanny Leach born Jany 4th. 1813.

Rebecca Lydia daughter of John and Rebecca Capen born April 4th. 1813.

Nathan son of Charles and Sarah Leeds was born May 2d. 1813.

William son of John and Sarah Withington was born May 12th. 1813.

Harriot Matilda daughter of Asa and Ann Jilson born June 28th. 1813.

Sarah Larnard daughter of Samuel and Phebee Temple born July 17th. 1813.

Samuel Holbrook son of Capt Saml. H and Peggy Everett July 18th. 1813.

Joseph Teel son of Reuben and Ruthy Swan was born Augt. 27th. 1813.

Edward Vose son of John and Sarah Nightingale was born Sept 20th. 1813.

Nathaniel son of Phinehas and Lydia Tolman born Oct 21st. 1813.

Alfred son of Euclid and Jane Tileston was born Novr. 11th. 1813

Henry son of Joshua and Eunice Johnson was born Novr. 13 — 1813

Abigail Bird daughter of Isaac Howe 3d and Abigail born ——— Novr. 14th. 1813.

Noah son of Noah and Relief Withington born April 3d. 1813.

Ann daughter of Elijah and Sarah Withington born November 8th. 1813.

1814.

Richard, son of Richard Clap and Mary his wife, born January 27th. 1814.

, son of Thomas Motley and Ann his wife, born April 1814.

Joseph Warren, son of Joseph Tuttle & his wife, born April 29th. 1814.

Elizabeth, daughter of Joseph Ward Bird and Nancy his wife born 1814.

Ebenr. Harlow, son of Lemuel Blackman Jr. and his wife, born 1814.

Charles and William, sons of Frederick Pope & his wife born 1814.

Elizabeth, daughter of Deacn. Ebenezer Clap & Eunice his wife born 1814.

Sarah, Daughter of Daniel Davenport and his wife, born 1814.
 John , son of Revd. John Codman and Mary his wife, born Octr. 16th. 1814.
 Joseph Stephen, son of Capt. Stephen Glover and Mary his wife, born 1814.
 Relief Vincent, daughter of Oliver Everett and Ann his wife, born 1814.
 Loiza daughter of Benjamin and Sarah Stone was born Jany 4th. 1814.
 George son of Joseph and Sarah Wiswell was born January 4th. 1814.
 Catharine daughter of Timothy and Sarah Field was born Jany 24th. 1814.
 Hannah daughter of Joseph and Katy Foster was born February 1st. 1814.
 Lucinda daughter of James and Abigail Mayo born Feby 25th. 1814.
 Tily daughter of Benjamin and Luranna Leonard born Feby. 4th 1814.
 Ann daughter of Leonard and Ann Howe was born April 6th. 1814.
 Abigail daughter of Samuel and Charlottee Wheeler born May 4 1814.
 Agustus Lawrence son of Samuel and Lois Blackman born July 7th. 1814.
 Mary daughter of Timothy and Freeloove Phillips born July 10th. 1814.
 Emeline daughter of Lemuel and Sarah Shephard born July 12th. 1814.
 Richard son of Richard and Sukey Whitcomb born Augt. 17th. 1814.
 Charles Alexander son of Benjamin and Abba Fuller August 22d. 1814.
 Ellen Whitney daughter of Jonathan and Nancy Herod born Sept. 24th. 1814.
 Samuel son of Samuel and Elizabeth Knox born Novr. 20th. 1814.

1815.

Jason, son of Stephen and Hannah White Clap, born March 25th. 1815.
 Eliza daughter of James and Polly McIntosh was born Jany. 28th. 1815.
 Mary Ann daughter of James B. and Ann Hearsey born Feby, 19th. 1815.
 Francis Elizabeth daughter Nehemiah S and Betsey Snow born March 13th. 1815.
 William Henry son of John and Sarah Nightingale March 14th 1815.
 Rebecca Sabin daughter of Asa and Ann Jilson born March 27th. 1815.
 Lucy Elizabeth daughter of John and Lucy Ellis April 28th. 1815.
 Elizabeth Ann daughter John and Elizabeth Williams May 4th. 1815.
 Margaret Susannah daughter John and Rebecca Capen July 3d. 1815.
 Lewis son of Oliver and Nancy Jordan was born October 9th. 1815.
 Susan Elizabeth daughter William and Fanny Bowman Oct 20th. 1815.
 Manly Williams son of Zachariah and Charlottee Cain born October 25th. 1815.
 Eunice daughter of Lewis and Fanny Leach was born November 11th. 1815.
 Lewis Miller son of Simeon and Rebecca Howe born Novr. 15th. 1815.
 Frances Warren daughter of Miss Abigail Moseley Baker April 6th. 1815.

1816.

John Bent son of Noah and Relief Withington born April 16th. 1816.
 Abigail daughter of Elisha and Sally Tobey was born January 2d. 1816

Edward son of Samuel and Charlottee Wheeler was born ——— January 16th. 1816.

Daiadama } Children of Joseph and Sarah Wiswell were born Febru-
Timothy } ary 22d. 1816.

Elizabeth daughter of Benjamin and Sarah Stone was born February 4th. 1816.

Hannah daughter of Joseph & Sarah Ford Jany 21st. 1816.

Edward son of Ezekiel and Sarah Holden was born March 4th. 1816.

William Henry son of Reuben and Ruthy Swan was born ——— March 17th. 1816.

Andrew Jackson son of Lemuel and Sarah Shephard was born ——— March 29th. 1816.

Francis Agustus son of Benjamin and Abba Fuller was born April 1st. 1816.

Susan daughter of Samuel and Elizabeth Knox was born April 10th. 1816.

Martha daughter of Daniel and Eunice Lord was born May 26th. 1816.

Abner Loring the son of Abel and Sarah Cushing was born ——— June 19th. 1816.

Joseph Hinkley son of Isaac and Lucy Prescott was born September 20th. 1816.

Henry son of Capt Henry and Margaret Peterson was born ——— September 22d. 1816.

Sarah Mari daughter of John and Elizabeth Williams born Septr. 26th. 1816.

Albert son of James and Elizabeth Pope was born October 10th. 1816.

Eliza daughter of Phinehas and Lydia Tolman born Novr. 14 ——— 1816.

1817.

Benjamin son of Benjamin and Susannah Ward was born ——— January 20th. 1817.

Catharine Clarke daughter of Leonard and Nabby Everett was born in Dedham Jany 29th. 1817.

Henry Hutchinson son of James and Sarah Penniman was born March 19th. 1817.

Eliza Ann daughter of James and Abigail Mayo was born ——— June 22d 1817.

John son of Joseph and Katy Foster was born June 30th. 1817.

Charles son of Euclid and Jane Tileston was born July 6th. 1817.

James White son of John and Sarah Nightingale was born April 30th. 1817.

Eliza Crehore daughter of Spencer and Hannah Johnson was born Augt. 1st. 1817.

Lewis son of William and Nancy Bowman was born May 4th. 1817.

Benjamin Bowers son of Benjamin and Abba Fuller was born Sept 8th. 1817.

Joshua More son of William and Mary S Caswell was born September 23d. 1817.

Mary Elizabeth daughter of Joshua and Eunice Johnson was born Sept 23d. 1817.

Benjamin son of Benjamin and Sarah Stone was born Decr. 28th. 1817.

1818.

Samuel Withington son of Elijah and Sarah Withington born August 9th. 1818.

Clarissa daughter of Daniel and Susan Boyden born January 27th. 1818.

Hannah the daughter of Noah and Relief Withington born February 20th. 1818.

Ann T daughter of Joseph & Sarah Ford Sept 30th. 1818.

1819.

John Francis son of John and Sarah Nightingale was born January 26th. 1819.
 Joel Bird son of Ephraim and Susannah L. Davenport was born Feby 26th. 1819.
 Caroline daughter of Lewis and Fanny Leach was born February 8th. 1819.
 Sarah daughter of John and Fox was born — April 4th. 1819.
 Frederick Augustus son of Capt Henry and Margaret Peterson was born April 22d. 1819.
 John son of Joseph and Mehitable Howe was born — May 1st. 1819.
 Mary daughter of Samuel and Charlottee Wheeler was born — July 20th. 1819.
 Harriot daughter of Thomas and Susannah* Taylor was born July 20th. 1819.
 Amasa son of Oliver and Nancy Jordan was born Augt. 5th. 1819.
 Warren son of Joshua and Eunice Johnson was born September 8th. 1819.
 John son of James and Polly McIntosh was born Novr. 5th. 1819.
 James son of Elisha and Sally Field was born Decr. 25th. 1819.

1820.

George John son of Jesse and Lucy Ellis was born Feby 23d. 1820.
 Eliza Ann daughter of Enos and Elizabeth Field born Feby 26th. 1820.
 Martha daughter of William and Elizabeth Holmes born Feby 28th. 1820.
 Sarah Ellen daughter of William E and Sarah P Vincent born April 24th. 1820.
 Mary Ann daughter of Abel and Lucretia Reed was born May 30th. 1820.
 Samuel Andrews son of Nehemiah S and Betsey Snow was born May 25th. 1820.
 Joseph son of Benjamin and Susannah Ward was born — October 25th. 1820.
 Mary Ann daughter of Samuel and Lois Blackman was born Novr. 27 — 1820.
 Thomas Jefferson son of John and Elizabeth Williams born Decr. 2d. 1820.
 John son of Joseph and Sarah Wiswell was born — Decr. 16th. 1820.
 Mary daughter of Joseph and Sarah Ford born — July 16th. 1820.

1821.

John Henry son of John and Eliza Coluse was born Jany 14th. 1821.
 John Nelson son of John and Jane Tileston was born Feby 26th. 1821.
 Leonard son of Leonard and Ann Howe was born — Feby 4th. 1821.
 George Frederick son of Benjamin and Abba Fuller was born March 4th. 1821.
 Hollis son of Abel and Sarah Cushing was born — April 8th. 1821.
 William Cranch son of William C and Selindee Bond was born April 23d. 1821.
 Charles son of Capt Henry and Margaret Peterson was born — May 18th. 1821.
 George son of Leonard and Nabby Everett was born May 25th. 1821.
 Jonathan son of Horatia and Eunice Blanchard was born June 24th. 1821.

* The word "Intended" is interlined, perhaps because they were not married.

Thomas Jefferson son of Daniel and Eunice Lord was born July 1821.
Lydia daughter of Capt Elisha and Susannah Herrington born July 13th. 1821.

Andrew son of James and Polly McIntosh was born July 26th. 1821.
Eliza Jane daughter of Jason and Bethiah Wentworth born July 31st. 1821.

George Edwards son of George and Mary W Clap was born August 21st. 1821.

Oliver son of Lewis and Fanny Leach was born — Sept 4th. 1821.

John son of Benjamin and Elizabeth Simmons was born — September 6th. 1821.

James son of James and Abigail Davenport was born Decr. 7th. 1821.

Henry son of Enos and Elizabeth H. Field was born October 9th. 1821.

Bulah Guild daughter of Jesse and Lucy Ellis was born Oct. 27th. 1821.

George Thaxter son of John and Lucy Bicknall born Oct 28th. 1821.

Susannah Elizabeth daughter of Jonathn. and Susannah Bridgham Decr. 22d. 1821.

Harriot Miller daughter of E. S. and H Erving was born October 21st. 1821 baptised by Dr. Jarvis Novr. 27 — 1821.

1822.

Julia Ann daughter of Elijah and Betsey Gay was born Feby 5th. 1822.
George son of Josiah N and Eleanor Longley was born Feby 6th. 1822.
Mary Glover daughter of James and Mary Lewis was born — March 30th. 1822.

Rebecca Davis daughter of Zachariah and Charlottee Cain born April 8th. 1822.

Joseph Poter son of Joseph and Judith Battles was born April 23d. 1822.

Henry son of Joseph and Mary Homer was born — June 22d. 1822.

Ann Jane daughter of John and Jane Tileston was born July 24th. 1822.

George Albert son of George and Mary Sawyer was born Augt. 1822.

Ann Sarah daughter of James and Abigail Davenport born Augt. 28th. 1822.

Sarah Elizabeth daughter of Thomas and Susanna Taylor was born Augt. 30th. 1822.

Caroline Elizabeth daughter of Benjn. and Abba Fuller was born Sept 24th. 1811.

Caroline Charlottee daughter of John and Elizabeth Williams Sept 21st. 1822.

Charles James son of Elijah and Rebecca Stone was born Sept 30th. 1822.

Charles Henry son of Lemuel and Sarah Shepard born Octr. 1st. 1822.

Charlottee daughter of Joseph W and Nancy G. Parker born Octr. 16th. 1822.

Mary Ann daughter of James and Mary Sullivan was born Oct 31st. 1822.

James Davenport son of Benjamin and Sarah Stone born Nov 16th. 1822.

Charlottee daughter of Samuel and Charlotte Wheeler born Decr. 12th. 1822.

Sarah Elizabeth Spring daughter of Joseph & Caroline Fost Decr. 26th. 1822.

Sarah Ann daughter of Capt Charles and Mary Reed born Feby 22d. — 1822.

Calvin son of Calvin and Mary Bird born Nov 9th. 1822.

Mary Glover daughter of James and Mary Lewis was born March 30th. 1822.

1823.

Mary Caroline daughter of Leonard and Ann Howe was born Jan'y 14th. 1823.

Joseph Cranch son of William C and Selina Bond was born Jan'y 23d. 1823.

Eunice daughter James and Polly McIntosh was born Jan'y 28th. 1823.

Stephen Pratt son of Daniel and Lydia Talbot was born Jan'y 7th. 1823.

George Tileston son of Charles and Sarah Leeds born Jan'y 22d. 1823.

Lonisa daughter of Enos and Elizabeth Field born Jan'y 8th. 1823.

Granvil Furdenam a child born at Mrs. Nancy Glovers ——— March 5th. 1823.

Thomas son of Edward and Mary Crehore was born March 15th. 1823.

Julia daughter of William and Sarah Todd was born March 23d. 1823.

William son of Benjamin and Susannah Ward was born April 3d. 1823.

Samuel Richards son of Isaac and Ameline Field was born April 4th. 1823.

Asa Windham son of Asa and Ann Jilson was born April 20th. 1823.

Joseph Roberts son of Joseph S and Martha Parks was born May 22d. 1823.

Lucretia Allen Clarke son of Asa and Mary Thompson was born June 22d. 1823.

William H Spear son of John and Mary Davis was born July 6th. 1823.

Benjamin Franklin son of Samuel and Elizabeth Knox was born July 26th. 1823.

William Francis son of James and Elizabeth Pope was born Augt. 5th. 1823.

Sarah Lincoln daughter of John and Lucy Bicknall was born Augt. 14th. 1823.

George Elbridge son of John and Sarah Nightingale was born ——— August 8th. 1823.

Eliza Vose daughter of Joseph and Mehitable Howe was born Sept 21st. 1823.

William son of Joshua and Eunice Johnson was born Sept. 20th. 1823.

Rebecca Ann daughter of William and ——— Swan was born Sept 26th. 1823.

Mary Caroline daughter of Moses and Ann Mandall was born Octr. 30th. 1823.

Joseph son of Joseph and Sarah Wiswell was born Octr. 31st. 1823.

Eliza Smith daughter of Benjamin and Jane Hobart born Novr. 5th. 1823.

Elisha son of John and Sarah Deleno was born Novr. 15th. 1823.

Loring Gardner son of Nathan and Mary Bryant was born Decr. 9th. 1823.

Henry Lincoln son of Abel and Sarah Cushing was born Decr. 3d. 1823.

Calvin Bird Son of Miss Maria Bird was born Novr. 20th. 1823.

Hannah Seaver daughter of James and Mary Lewis was born ——— Decr. 13th. 1823.

William Ford son of William Junr. and Abigail Sumner born Decr. 21st. 1823.

Elizabeth daughter of William F and Sarah Wiswell born Decr. 23d. 1823.

Nancy daughter of Zenas and Betsey Bowen was born August 12th. 1843 [sic].

Hannah Seavers daughter of James and Mary Lewis was born Decr. 13th. 1823.

Charlotte daughter of Joseph W. and Nancy Parker was born Octr. 10th. 1823.

1824.

- Mary Jarvis daughter of Nathaniel and Mary Ann Hill March 27th. 1824.
- Frances daughter of Capt William & Amelia Mellus born Feby 3d. 1824.
- Richard son of James and Mary Sullivan was born April 7th. 1824.
- Henry son of Miss Hannah Orr was born April 13th. 1824.
- Sarah daughter of Samuel and Charlottee Wheeler born April 26th. 1824.
- Eleanor daughter of Josiah N and Eleanor Longley born April 28th. 1824.
- Abigail Hill daughter of Leonard and Nabby Everett born May 2d. 1824.
- Thomas Williams son Edward A and Sarah A E Williams May 14th. 1824.
- Samuel Fowle son of Capt Elisha and Susannah Herrington May 28th. 1824.
- Rebecca daughter of Elijah and Rebecca Stone was born June 10th. 1824.
- Abigail daughter of James and Abigail Davenport was born July 18th. 1824.
- Ann Augusta daughter of Abel and Lucretia Reed born July 24th. 1824.
- Ann Matilda daughter of Harry and Rachel Cox born Augt. 11th. 1824.
- Horatio son of George and Mary W. Clap was born Octr. 4th. 1824.
- William Isaiah son of Jeremiah and Mary Franks born Nov 19th 1824.
- Maria Theresa daughter of John and Jane Tileston born Nov 23d 1824.
- Shirly daughter of E, S, and H. Erving born June 23d. 1824 — baptized — August 29th. 1824.
- Mary Rebekah daughter of Elijah D and Rebekah Cordis Harris born January 9th. 1824.
- Ebenezer son of Ebenezer and Hannah Holden born Augt 31st. 1824.
- Elizabeth Jane daughter of Samuel C and Mary Bird born Feby 5th. 1824.
- Susan Vose daughter of Edward H R and Eunice Ruggles born July 27th. 1824.

1825.

- William Henry son of William and Grace W. Clark was born April 15th. 1825.
- Charles Howard son of Asa and Mary Thompson was born April 1st. 1825.
- Ann Sarah daughter of Edmund P and Sarah Tileston was born Decr. 15th. 1825.
- James son of James and Mary W. Pierce was born November 28th. 1825.
- Mary daughter of Thomas and Mary Beales was born Decr. 13th. 1825.
- Elizabeth Holmes daughter of Benjamin L and Hepzibah Sumner born in Boston Jany 1st. 1825.
- Mary Frances daughter of Roswell and Rebekah T. Gleason was born March 12th. 1825.
- Nathaniel Ford son of Nathaniel and Ford was born Octr. 31st. 1826.

MARRIAGES.

1801.

BY THE REVD. THADDEUS MASON HARRIS.

- Mr. Benjamin Simmons, to Miss Dorcas Leeds, both of Dorchester March 23d. 1801.
 Mr. Elijah Jordan, to Miss Keziah Richards, both of Dorchester. — April 9th. 1801.
 Mr. Elisha Tobey of Roxbury to Miss Sally Humfrey of Dorchester Apl. 16th. 1801.
 Mr. Harry Smith of Boston, to Miss Sally Hawes of Dorchester Octr. 11th. 1801.
 Mr. Ebenezer Davenport to Miss Sarah Cutting both of Dorchester Octr. 25th. 1801.
 Mr. John Grosier to Miss Susannah Randall both of Dorchester Novr. 8th. 1801.
 Mr. John Winthrop of Boston, to Miss Ann Halsey Hitchborn of Dorchester Nov 9th. 1801.
 Mr. Lewis Leach to Miss Fanny Vose both of Dorchester Decr. 7th. 1801.
 Mr. David Baker of Roxbury to Miss Polly How of Dorchester Decr. 17th. 1801.
 Mr. Elisha Gould to Miss Lucy Willis both of Dorchester, Married by Stephen Badlam Esq. Justice of the Peace. — June the 28th. 1801.

1802.

BY THE REVD. THADDEUS M. HARRIS.

- Mr. John Farrington to Miss Mary Bullman both of Dorchester February 4th. 1802.
 Mr. Jonathan Bridgham to Miss Susanna Blackman, both of Dorchester Feby. 14th. 1802.
 Mr. Benjamin S Munro, to Miss Catharine Webb, both of Dorchester, April 7th. 1802.
 Mr. Barzillai Goodwin to Miss Elizabeth Allen, both of Dorchester. May 9th. 1802.
 Mr. Barnabas Hollis to Miss Harriet Brown, both of Dorchester, June 14th. 1802.
 Mr. Joseph Hawes, to Miss Phebe Pratt, both of Dorchester.
 Mr. John Williams of Roxbury, to Miss Nancy Tileston of Dorchester — Octr. 10th. 1802.
 Mr. Samuel How Junr. to Miss Elizabeth Davenport, both of Dorchester, Octr. 24th. 1802.
 Mr. Moses Howe Junr. to Miss Ann M H Munrow, both of Dorchester Novr. 10th. 1802.
 Mr. Eleazer Biscoomb of Charlestown and Miss Jerusha Leeds of Dorchester were Married October the 22d. 1802. — by Stephen Badlam Esqr. Justice of the Peace.

1803.

BY THE REVD. THADDEUS M. HARRIS.

- Mr. James Leeds, to Miss Urinia McElroy of Boston Jan — 3d. 1803.
 Mr. Cyrus Balkum, to Miss Polly Pope, both of Dorchester, — January 23d. 1803.
 Capt Edward Pierce to Miss Elizabeth Clap both of Dorchester January 27th. 1803.

- Mr. James Kilton Junr. to Miss Sally Merrifield both of Dorchester August 20th. 1803.
 Mr. Josiah Bryant of Lexington to Miss Sally Withington Dorchester August 28th. 1803.
 Mr. Saml. Howe of Boston to Miss Eunice Withington Dorchester October 27th. 1803.
 Mr. John Minott of Boston, to Miss Thomazine Eliza Fielder Bond of Milton November 27th. 1803.
 Mr. Lemuel King to Miss Elizabeth Fowler, both of Dorchester Decr. 1st. 1803.
 Mr. David Williams to Miss Elizabeth Spear both of Dorchester Decr. 1st. 1803.
 Mr. Ezekiel Bird Junr. to Miss Charlotte Mosely, both of Dorchester Decr. 11th 1803. .
 Mr. Benjamin McElroy of Boston & Miss Lydia Davenport 3d of Dorchester were Joined together in Marriage, May 1st. 1803 By Moses Everett Esq Justice of the Peace.

1804.

BY THE REVD. THADDEUS M. HARRIS.

- Mr. Euclid Tileston to Miss Jane Withington both of Dorchester Jany 1-1804.
 Mr. Josiah Randal of Leominster to Miss Patience Cox of Dorchester January 4th. 1804.
 Mr. Edward Sharp of Boston, to Miss Polly Badlam of Dorchester April 26th. 1804.
 Mr. Stephen Horton Junr. of Milton to Miss Margaret McCoy of Boston May 3d. 1804.
 Mr. Eliphalet Fuller to Miss Sally Pulsifer both of Dorchester June 1804.
 Mr. Nichols Ford a resident, to Miss Elizabeth Hall of Dorchester June 7th. 1804.
 Mr. John Baker of Dorchester to Mrs. Christian Colson, late of Boston July 8th. — 1804.
 Mr. George Newman a resident, to Miss Hannah Gardner Andrews of Dorchester July 12th. 1804.
 Mr. Asa Richerson of Billerica to Miss Elizabeth Bird of Dorchester July 15th ———
 Mr. Josiah Cushing of Boston, to Miss Lucy Holden of Dorchester Sept 6th. ———
 Mr. Daniel Tower, to Miss Mary Leeds both of Dorchester Sept 13th.
 Mr. Rosewell Pomroy of Roxbury to Miss Lydia Phillips of Dorchester Sept 16th.
 Mr. Edmund M Smith to Miss Esther Lovel both of Dorchester Sept the 23d.
 Mr. Ebenezer D Tilestone to Miss Milley Houghton both of Dorchester Sept 30th.
 Mr. John Robinson to Miss Hannah Patch residents in Dorchester October 21st.
 Mr. John Wiswell Munrow to Miss Sally Osgood both of Dorchester Novr 11th.
 Mr. John Gourley to Miss Sally Cole, both of Dorchester Novemr. 13th. —
 Mr. Rice Edwards a resident to Miss Susannah Gourley of Dorchester Novr. 13th. —
 Mr. John Bird to Miss Ann Newell, both of Dorchester Novr. 28th. —
 Mr. Martin Ballou a resident, to Miss Betsey Lyon of Dorchester Nov 29th. 1804.
 Mr. Jesse Fowler Junr. to Miss Ruth Cox both of Dorchester, Decr. 13th. 1804.

Mr. Jonathan Pierce Junr. to Miss Eunice Tolman, both of Dorchester Decr. 6th. 1804.

Mr. Mark Hollingsworth a resident, to Miss Waitstill Tilestone Dorchester Dec 16th — 1804.

Mr. William Conn a resident, to Miss Sally Blackman, were Married May 25th. 1804. By Moses Everett Esq. Justice of the Peace.

Mr. Thomas E. Munrow to Miss Rebecca Blackman, were Married May 31st. 1804. By Moses Everett Esq. Justice of the Peace.

1805.

Mr. Joseph Tolman to Miss Hannah Baker both of Dorchester January 1st. 1805.

Mr. Benjamin Lyon Junr. of Dorchester to Miss Eliza Babcock of Milton Jan 13th. 1805.

Mr. Eleazer Baker to Miss Sukey Munrow, both of Dorchester Jan 23d. 1805.

Mr. John Capen the 7th. to Miss Beckey Bird, both of Dorchester Febuary 10th. 1805.

Mr. Samuel Stone a resident to Miss Hannah Davenport of Dorchester Feby. 17th. 1805.

Mr. Charles Ford a resident to Miss Lois Pierce of Dorchester April 2d, — 1805.

Mr. Daniel Hoven a resident to Miss Hannah Wilson of Dorchester April 5th. 1805.

Mr. Stephen Robinson to Miss Hannah Withington both of Dorchester April 11th 1805

Mr. Charles Hall of Boston, to Miss Catharine McNeil of Dorchester April 14th. 1805.

Mr. John Frederick Fisher of Boston to Miss Thankfull Morris of Dorchester May 2d 1805.

Mr. Sewell White of Boston to Miss Betsey Holden of Dorchester, May 12th. 1805,

Mr. Elijah Withington a resident to Miss Sarah Whittemore of Dorchester June 2d. 1805.

Mr. John Houghton of Roxbury, to Miss Nancy Williams of Dorchester Sept 5th. 1805.

Mr. George Clark to Mrs. Elizabeth Howe Both of Milton were Married Jany 17th. 1805.

Mr. Benjamin Felt to Miss Jerusha Hunt, both of Milton, were Married Feby 11th 1805.

Mr. Joseph Gardner of Boston & Miss Ann Vincent of Dorchester were Married March 7th. 1805.

Mr. Josephus Curtis of Quincy and Miss Hannah Morton, of Milton were Married April 28th 1805.

All the before Mentioned Marriages were Solemnized before Stephen Badlam Esq. Justice of the Peace.

BY THE REVD. THADDEUS M. HARRIS.

Mr. Lemuel Shepherd a Resident to Miss Betsey Badlam of Dorchester — October 8th. 1805.

Mr. Nehemiah S. Snow a Resident to Miss Betsey Andrews of Dorchester Octr. 13th. 1805.

Mr. Samuel Rowel to Miss Mary Atwood both of Milton — October 29th. 1805.

Mr. Daniel Howard to Miss Hannah Fales both Residents in Dorchester Novr. 11th. 1805.

Mr. Samuel Stowel of Roxbury to Miss Lydia Calder of Dorchester Novr. 21st. 1805.

Mr. Ebenezer Davenport Junr. to Miss Susannah Capen, both of Dorchester Decr. 8th. 1805.

1806.

BY THE REVD. THADDEUS M. HARRIS.

- Mr. Ammi Ruhamah Randall, to Miss Catharine Hathaway both of
Dorchester Jany. 13th. 1806.
- Mr. George Baker of Boston to Miss Susan Coates of Milton Jany 26th.
1806.
- Mr. Elijah Glover to Miss Patty Pope both of Dorchester Feby. 23d.
1806.
- Mr. Andrew Crosier to Miss Catharine McPherson both Residents in
Dorchester March 2d. — 1806.
- Mr. Edward Capen of Dorchester, to Miss Mary Tucker of Milton
March 9th. 1806.
- Mr. Richard Whitcomb to Miss Sukey Littlefield both Residents in Dor-
chester March 19th. 1806.
- Mr. Minott Adams to Miss Hannah Bent both of Milton March 30th. —
1806.
- Mr. Eliab Leonard to Miss Sukey Wadsworth Belcher both of Milton
April 3d: —
- Mr. William Johns a Resident to Miss Lydia Munrow of Dorchester
April 10th. 1806.
- Mr. Samuel Downer to Miss Catharine Ayres both of Dorchester June
4th. 1806.
- Mr. George Bird to Miss Lydia Wells both of Dorchester, June 15th.
1806.
- Mr Wm. Wiswell of Boston to Miss Nancy Champney of Dorchester
June 12th: 1806.
- Mr. Wm. Hawes of Boston to Miss Elizabeth of Dorchester July 13th:
1806.
- Mr. Edmund M. Jewett of Boston to Miss Nancy Hitchins of Dorchester
Sept 27th. 1806.
- Mr. Phinchas Withington to Miss Polly P Moseley both of Dorchester
Octr. 12th. 1806.
- Mr. James Everett to Miss Hannah Vincent both of Dorchester October
13th. 1806
- Mr. Stephen Tolman to Miss Mary Pierce 2d both of Dorchester Octr.
16th. 1806
- Mr. Giles Gurney a Resident to Miss Sukey Dinsdell of Boston Novr.
5th. 1806.
- Mr. Moses Leavitt Hobart of Bath (Maine) to Miss Eliza Sumner of
Milton Novr. 9th. 1806.
- Mr. Wm. Henley a Resident to Miss Elizabeth Searl Bird of Dorchester
Novr. 10th. 1806.
- Mr. Oliver Wiswell Champney of Boston to Miss Susannah Clap 2d. of
Dorcht. Novr. 11th. 1806.
- Mr. Lemuel Bowker of Boston to Miss Sally Davis Bronsden of Milton
Novr. 17th. 1806.
- Mr. Andrew Phillips to Miss Nancy May both of Milton Novr. 30th.
1806.
- Mr. Wm. Clap to Miss Elizabeth Humphreys both of Dorchester Decr.
15th. 1806.
- Mr. John Hawes to Miss Lucinda Wheelock both of Dorchester Decr.
28th. 1806.
- Mr. John Nash and Miss Sukey Tirrel, both of Weymouth, were Mar-
ried October the 23d. 1806. By Stephen Badlam Esq. Justice of the
Peace.

1807.

BY THE REVD. THADDEUS M. HARRIS.

- Mr. Joseph Wiswell of Milford to Miss Sarah Hall of Dorchester Jany 1st. 1807.
- Mr. Lemuel Babcock a Resident to Miss Margaret Preston Glover of Dorr. Jany 1st. 1807.
- Mr. Ezra Glover of Quincy to Miss Eunice Minott of Dorchester Jany 6th. 1807.
- Mr. Josiah Babcock of Milton to Miss Nancy Glover of Milton Jany 15th. 1807.
- Mr. Isaac Clap to Miss Eliza Cook both of Dorchester Jany. 19th. 1807.
- Mr. Elisha McIntosh of Dedham to Miss Elizabeth Crehore of Milton Feb. 5th. 1807.
- Mr. Samuel B. Lyon to Miss Hannah Mellish both of Dorchester — March 15th. 1807.
- Mr. Otis Billings a Resident to Miss Ann Wiswell of Dorchester March 15th. 1807.
- Mr. Jamel Lovell of Braintree to Miss Esther Leeds of Dorchester. April 9th. 1807.
- Mr. Seth Tucker of Roxbury to Miss Hannah Fowler of Dorchester April 26th. 1807.
- Mr. William Fox a Resident to Miss Sally Trescott of Dorchester April 28th. 1807.
- Mr. Philip Warren to Miss Gratis Talbutt both of Dorchester April 30th. 1807.
- Mr. Edward Wiswell to Miss Deborah Marshall both of Dorchester Sept 7th 1807.
- Mr. Alexander Pierce to Miss Margaret Cunningham Hall Spear, both of Dorchester October 11th. 1807.
- Mr. Abner Gardner to Miss Mary Niles both of Dorchester October 18th. 1807.
- Mr. Richard Clap to Miss Mary Blake of Dorchester Novr. 3d. 1807.
- Mr. Joseph Wales of Augusta (Maine) to Miss Betsey Wales of Dorchester Novr. 11th. 1807.
- Mr. John Foster to Miss Elizabeth Soper both of Dorchester Novr. 11th. 1807.
- Mr. Ephraim Howard a resident to Miss Patience Tolman of Dorchester Novr. 22d. 1807.
- Mr. James Glover of Dorchester to Miss Jane Beale of Quincy Decr. 14th. 1807.
- Mr. Stephen Clap to Miss Hannah White Humphreys both of Dorchester Decr. 15th. 1807.

DORCHESTER OCTOBER 27th. 1807.

- Mr. Daniel Talbutt and Miss Martha Minott both of Dorchester were Married by me Stephen Badlam Justice of the Peace.

1808.

BY REVD. T. M. HARRIS.

- Mr. William Gorham of Portland to Miss Charlotte Beale of Quincy Jan. 10th. 1808.
- Mr. Thomas Wentworth of Canton to Miss Rebecca Blackman of Dorchester Feb 7th. 1808.
- Mr. Amos Adams of Pepperell to Miss Hannah Spear Blanchard of Dorchr. March 10th. 1808.
- Mr. Daniel Pierce Junr. a resident to Miss Lydia Humphreys of Dorchester April 5th. 1808.
- Mr. Zenas Eaton a resident to Miss Polly Wentworth of Dorchester May 8th. 1808.

Mr. Joseph Field a resident to Miss Lydia Glover of Dorchester May 8th. 1808.
 Mr. Benjamin Jacobs to Miss Jemima Foster both of Dorchester May 12th. 1808.
 Mr. Robert P. Tolman to Miss Mary Walker both of Dorchester May 20th. 1808.
 Mr. Aaron Nixon a Resident to Miss Betsey Withington of Dorchester June 12th, 1808
 Mr. Andrew Jones to Miss Mary Randal both of Dorchester June 12th. 1808.
 Mr. Joseph Foster of Waltham to Miss Grace Turner a Resident June 26th. 1808.
 Mr. Stephen McIntosh Junr. to Miss Sally Henly both of Dorchester Sept 3d. 1808.
 Mr. Lemuel Cox to Miss Mary Brown Bell both of Dorchester Sept 24th. 1808.
 Mr. Lemuel Burril a Resident to Miss Martha Beale of Quincy Octr. 9th. 1808.
 Mr. Thomas H. Burnton of Boston to Miss Catharine Leeds of Dorchester Octr 10th. 1808.
 Mr. Joshua Pierce to Miss Nancy Mellish both of Dorchester Octr. 23d. 1808.
 Mr. Abraham Jones Junr. to Miss Rebecca Ballard, both residents — Octr. 23d. 1808.
 Mr. Joseph R. Blake to Miss Sarah Wilson both of Dorchester Novr. 7th. 1808.
 Mr. Silas Goodenow Barker of Sudbury to Miss Polly Marshall of Dorchester Novr. 19th. 1808.
 Mr. Stephen Hale a resident to Miss Nancy Howe of Dorchester Decr. 6th. 1808.

This Certifies that on the 29th. of May 1808 Jonathan Child of Watertown, in the County of Middlesex, was lawfully Married to Nancy Crane of Dorchester by me. Stephen Badlam Justice of Peace.

DORCHESTER MARCH 17th. 1808.

Mr. Caleb Wilson a Resident and Miss Patty Minott of this Town were Married by me Stephen Badlam Justice of the Peace.

1809.

BY REVD. T. M. HARRIS.

Mr. Lewis Pierce to Miss Sarah Moseley both of Dorchester March 26th. 1809.
 Mr. Eliphalet Thorp Junr. of Dorchester to Miss Ruth Fenno of Canton May 31- 1809
 Mr. Solomon Wellman of Boston to Miss Elizabeth Tripp Leeds of Dorchester June 8th. 1809.
 Mr. Richard Uran to Miss Sarah Salisbury Hunt both of Boston June 25th. 1809.
 Mr. Lord Hazen a resident to Miss Sally Loring Pope of Dorchester. — June 26th. 1809.
 Mr. Benjamin Stone a resident to Miss Sarah Davenport of Dorchester July 13th. 1809.
 Mr. Eleazar Norcutt a resident, to Miss Elizabeth Glover of Dorchester Sept 28th. 1809.
 Mr. William Sumner of Dorchester, to Mrs. Sarah Thayer of Braintree October 26th. 1809.
 Mr. Phinehas Tolman to Miss Lydia Tolman, of Dorchester Decr. 8th. 1809.
 Mr. Samuel Bridge to Miss Sarah Leeds Payson both of Dorchester. Decr. 21st. 1809.

BY REV. JOHN CODMAN.

Jan 1st. George E Wilson & Mehitabel Wheelock . . .	1809.
March 26 — Robert Edwards & Susannah C. Phillips . . .	1809.
April 6 John Williams & Mary Paine . . .	1809.
Aug. 31 William Humphrey & Elizabeth Dickerman . . .	1809.
Nov 15. John Roulstone & Hannah Capen . . .	1809.
Decr. 14. William Triscott & Lois Hall . . .	1809.

This Certifies that John Hunt & Mary Hayden both of Dorchester in the County of Norfolk, were lawfully Married, on the 26th. Day of Feby 1809 — Before me Stephen Badlam Justice of the peace.

1810.

BY REV. T. M. HARRIS.

Mr. Eleathan Moseley a resident, to Miss Elizabeth Atherton Kilton, of Dorchester January 4th. 1810.	
Mr. Michael Brigden of Charleston, to Miss Polly Foster of Dorchester. Feb 15 — 1810.	
Mr. George Willeston of Boston, to Miss Achsah Crossett a resident in Dorchester March 4th.	
Mr. Royal Oliver a resident to Miss Hannah Howe of Dorchester March 22d: 1810.	
Mr. Lemuel Blackman Junr. of Dorchester to Miss Ruthy Harlow of Sharon Apl. 5th.	
Mr. Thomas Moron to Mrs. Elizabeth Martin. both residents in Dorchester May 27 — 1810	
Mr. Jacob Bird to Miss Susannah Andrews both of Dorchester May 27th. 1810.	
Mr. Nathaniel Clap 3d. to Miss Mary Gardner both of Dorchester May 31st. 1810.	

BY REV. JOHN CODMAN.

May 3. Oliver W. Warren & Fanny Baker . . .	1810.
Octor. 21. Robert Wilder & Martha Field . . .	1810.
Nov 9. Andrew Newell & Martha Johnstone . . .	1810.
——— 29 Samuel Fowler & Mary King . . .	1810.
Dec. 12 Samuel Clap & Hannah Pierce . . .	1810.

1811.

BY THE REV. THADDEUS M. HARRIS.

Mr. Lewis Holmes a Resident to Miss Charlotte Pierce of Dorchester June 3d. 1811.	
Mr. Jeremiah O'Brien Esq of Machias to Miss Elizabeth Pope of Dorchester Aug 4th. 1811 —	
Mr. Wm. Trask to Miss Patience Pierce both of Dorchester	
Mr. Benoni Haskins to Miss Avis Grover both Residents. Aug. 12th. 1811	
Mr. Francis S. Durivage of Boston to Miss Lucy Everett of Dorchester Aug. 22d. 1811.	
Mr. John Holden to Miss Rhoda Sumner both of this Town	1811.
Mr. George Andrews a Resident, to Miss Sarah W Vose of Dorchester Augt. 29th. 1811.	
Mr. Josiah Blanchard of Boston to Miss Hannah Sims of Dorchester October 23d. 1811.	
Mr. Joel Jackson to Miss Pruda Grover both Residents Decr. 1st. 1811.	
Hon John Howe Esq to Mrs. Lydia Davenport both of Dorchester Decr. 4th. 1811.	
Mr. William Holmes to Miss Elizabeth Blackman both of Dorchr. Decr. 8th. 1811.	

BY REVD. JOHN CODMAN.

Feb. 17. Oliver Everet & Ann Gardner	.	.	.	.	.	1811.
April 4. Alexander Balch & Ann Clap	.	.	.	.	.	1811.
May 19. Jacob Edson & Hannah Bird	.	.	.	.	.	1811.
July 14. Nehemiah W Skillings & Katy Balch	.	.	.	.	.	1811.
Sept 26. Hatch Pierce & Elizabeth Baker	.	.	.	.	.	1811.
— 30. Eliphalet Smith & Lucretia Badlam	.	.	.	.	.	1811.
Oct 20. Joseph Ruggles & Rebecca Pierce	.	.	.	.	.	1811.
Novr. 21. Aaron Woodcock & Esther Ware	.	.	.	.	.	1811.

1812.

BY THE REVD. THADDEUS M. HARRIS.

Mr. Aaron Bradshaw to Miss Betsey Pratt, both of Dorchester	Jan 1st. 1812.
Mr. Saml. Capen to Miss Hannah White both of Dorchester	Jan 2d. 1812.
Mr. Samuel Payson to Miss Lucy Holden both of Dorchester	Jan 23d. 1812.
Mr. Daniel Fairbanks of Boston to Miss Elizabeth Blackman of Dorchester	— April 8th. 1812
Mr. John Willson of Malden to Miss Milley Colbourn of Dorchester	— May 17th. 1812
Mr. Daniel Bird of Dorchester to Miss Dolly Thurston of Portsmouth New Hampshire	May 24th. 1812
Mr. Benjamin Ward of Dorchester to Miss Susanna Talbutt of Stoughton	May 26th. 1812.
Mr. Saml. Wheeler of Boston to Miss Charlotte Bird of Dorchester	June 11th. 1812.
Capt. Samuel Withington to Miss Nabby Oliver both of Dorchester	June 18th. 1812.
Mr. Luther Clap a Resident to Miss Virtue Davenport of Dorchester	July 23d. 1812.
Mr. John McEwen of Roxbury to Miss Lois Whittemore of Dorchester	Augt. 2d. 1812.
Capt Reuben Newcomb to Mrs. Abigail O Cain of Dorchester	Novr. 25th. 1812.

This Certifies that on the 19th. Day January 1812. — William Bumstead, and Susan Clements, both Residents in Dorchester were lawfully Married by me, Stephen Badlam, Justice of the Peace.

BY REVD. JOHN CODMAN.

Jan 13. Oliver White & Elizabeth Grafton	.	.	.	.	1812.
July 2. John Howard & Elizabeth Lemist	.	.	.	.	1812.
— 12. Abraham Capen & Patience Capen	.	.	.	.	1812.
Aug. 20. Jacob Howe & Jane Withington	.	.	.	.	1812.
Octr. 13. Henry Clap & Hannah Lemist	.	.	.	.	1812.
Nov. 4. John Capen 5th. & Peggy Fales	.	.	.	.	1812.

1813.

BY THE REVD. THADDEUS M. HARRIS.

Mr. John Bicknall to Miss Lucy Warren, both residents in Dorchester	March 13th. 1813.
Mr. Benjamin Fuller to Miss Abba Inglee both of Dorchester	— June 13th. 1813 —
Mr. Joseph Tuttle, a residt. to Miss Elizabeth Pierce of Dorchester,	July 4th. 1813.

Mr. Amasa Green, of Charlestown, to Miss Ann Balcom a residt. —
Octr. 7th. 1813.

BY REVD. JOHN CODMAN.

Ezekiel Savage Esq of Salem to Miss Parmela Codman of Dor-
chester 1813
Mr. Richard Crane of Dorchester to Miss Hannah Wentworth of
Stoughton 1813
Mr. John Murray to Widow Betsey Garvin both of Dorchester 1813.
Mr. John Hall of Milton to Miss Lucy Fowler of Dorchester . 1813.

1814.

BY REVD. JOHN CODMAN.

William Vose Junr. to Sarah Withington March 24th. 1814.
Ebenezer Weld to Elizabeth T. Pierce August 23d. 1814.
Kendal Brooks to Eunice Blackman Sept 25th. 1814.
Calvin D. Macumber to Bethiah A. Carver October 6th. 1814.
Otis Pratt to Sarah Fowler Octor. 13th. 1814.
Lemuel Inglee to Lucy Preston Novr. 9th. 1814.

BY THE REVD. T. M. HARRIS. PAS 1ST. CH. DOR.

Mr. Wm. Frasier to Miss Martha Hill both residents — Jany 23rd.
1814.
Mr. Lewis Cobbet a Residt. to Miss Mary Ann Belcher, of Milton Jany
24th.
Mr. James Pope to Miss Elizabeth Lake both residts. Jany. 30th.
1814.
Mr. John Hawes, of Roxbury, to Miss Elizabeth S Vose, of Dorches-
ter Feby 23d. 1814.
Mr. William Withington to Miss Sarah Wiswell Jr both of Dorchester
Feby 27th. 1814.
Mr. Levi Sherman to Miss Hannah Richardson Miller May 2nd. 1814.
Mr. James Bowdoin Hearsey to Miss Ann Welch, both of Dorchester
Augt 17th. 1814.
Mr. Samuel Knox to Miss Elizabeth Randal, both of Dorchester Septr
11th.
Mr. Wm. Farrow to Miss Matilda Hawes both of Dorchester Septr. 18th.
1814.
Mr. Eliab Knapp Jr., of Mason, to Miss Mary Atwood, of Dorchester
Octr. 6th.
Mr. Zachariah Cain to Miss Charlotte Beal, both of Dorchester Octr.
9th.
Mr. Sewall Fessenden to Miss Hannah Morse Smith, both of Dorchester
Octr. 23d.
Mr. Elijah Glover, of Stoughton to Miss Sarah How of Dorchester Decr.
1st.

1815.

BY THE REVD. T. M. HARRIS.

Mr. Thomas Cox, of Boston, to Miss Joanna Field of Dorchester Jany.
15th. 1815.
Mr. Samuel Clap 3rd. to Miss Susannah Holden, both of Dorchester
March 9th.
Mr. William Vose of Dorchester to Miss Sarah Prince Withington of
said Dorchester March 10th. 1815.

BY REVD. JOHN CODMAN.

Silas Chase to Ann A. Leeds April 13th. 1815.
Saml. D. Clap to Nancy Daniels July 23d. 1815.
Ebenezer Dorr to Clarissia Badlam Octr. 23d. 1815.

1816.

BY THE REVD. THADDEUS M. HARRIS.

- Mr. Frederick Beck of Boston to Miss Sarah Hannah Boies Alleyne of Milton January 16th. 1816.
 Mr. Ebenezer Sumner Jr. to Miss Ann Holden both of Dorchester — Jany 24th. 1816.
 Mr. Micajah Pope to Miss Lucinda Howard both of Boston — April 14th. 1816.
 Mr. Timothy H Blackman to Miss Nancy S. Randall, both of Town of Dorchester, May 8th. 1816.
 Mr. Charles Seavens to Miss Sarah Humphreys both of Dorchester — October 8th. 1816.
 Mr. Lemuel Collier to Miss Lydia Turner both of Dorchester — October 24th. 1816
 Mr. Phillip Miller to Miss Maria Smith both Residents in Dorchester Novr. 7th.
 Mr. John Mears to Miss Lucy Withington both of Dorchester Decr. 12th, 1816.

BY REVD. JOHN CODMAN.

- Josiah Curtis to Eleanor Shaw, June 19th. 1816.
 Saml. Montgomery to Helen Durant July 15th. 1816. '
 Leonard Messor to Nancy Brown Octr. 17th. 1816.
 Henry Clap to Martha Parder Novr. 17th. 1816.

1817.

BY THE REVD. T. M. HARRIS.

- Mr. Elisha Preston of Boston to Miss Mira Capen of Dorchester Feby 4th. 1817.
 Mr. John Pierce Jr. to Miss Mary Jarvice Robinson both of Dorchester Feby 6th. 1817.
 Mr. William Sanborn to Miss Mary Wilder both Residents April 3d 1817.
 Mr. Samuel Williams Jr. to Miss Lucinda Stevens both of Dorchester June 7th. 1817.
 Mr. Thomas Robinson, to Miss Mary Ann Davis Townsend, both of Dorchester June 7th.
 Mr. Samuel Thompson, a Resident to Miss Jane Ann Everett, of Dorchester Octr. 15th.
 Mr. Ephraim Davenport to Miss Susannah L. Holden both of Dorchester Octr. 21st.
 Mr. Clement Sumner to Miss Mary Capen both of Dorchester October 23d: 1817.
 Mr. Abel Hall of Boston to Miss Deborah Bullard of Dorchester Decr. 4th. 1817.
 Mr. Isaac Daniels of Charleston to Miss Abigail Fiske of Dorchester Novr. 5th. 1817.
 Mr. Josiah Reckard to Miss Lucinda Dickerman both of Dorchester Decr. 16th. 1817.

BY REVD. JOHN CODMAN.

- Joseph Sevens to Mary Lemist Jany 13th 1817.
 Revd. Leonard Withington to Sophia Sherburne January 15th. 1817.
 Thomas Pierce Junr. to Martha Leeds March 19th. 1817.
 Martin Tylor to Sally Tolman July 3d. 1817.
 John Rogers to Haly Pippins Novr. 5th. 1817
 Isaac Thwing to Fanny Vose Novr. 5th. 1817.
 Robert Stetson to Sarah Bates Novr. 30th. 1817.

BY DR. EDWARD RICHMOND 3D. PARISH.

Mr. John Paul, to Miss Abigail Durant July 10th. 1817.

1818.

MARRIAGES BY THE REVD. THADDEUS M. HARRIS.

Mr. Reuben Sherman of East Sudbury to Miss Elizabeth Wales of Dorchester Apl. 2d. 1818.

Mr. Samuel Clark of Boston to Miss Mary Brown of Dorchester October 23d. 1818.

Mr. Elihu Kelton to Miss Ann Blackman both of Dorchester December 13th. 1818.

BY THE REVD. JOHN CODMAN.

David A. Neale to Harriott C. Price July 26th. 1818.

Nathaniel Chittenden to Ann Burnham Oct 18th. 1818.

Ebenr. Whitemarsh to Eliza Wetherbee Oct. 22d 1818.

Andrew B. Foster to Clarisia Davenport Novr. 29-1818.

Azil White to Charlottee Tower Decr. 3d. 1818.

James McIntosh Jr. to Catharine Field Decr. 3d.

George Sterns to Patience Lambert Dec 31-1818.

BY REVD. EDWARD RICHMOND.

Mr. Enos Field, to Miss Elizabeth H. Blake May 10th. 1818.

Mr. Benjamin Vincent of Charleston S Carolina to Miss Eunice Crehore of Dorchester Aug 24th. 1818.

Mr. John N. Todd of Philadelphia, to Miss Julia Parsons of Dorchester Sept 17th. 1818.

Mr. Henry Clark to Miss Mary B. Tolman both of Dorchester Sept 20th. 1818.

1819.

BY THE REVD. JOHN CODMAN.

Salmon Upson to Sarah Greenleaf Jan 23d. 1819.

——— Osgood to ——— Stoddard Feb 14th. 1819.

John Talbutt to Ann Mari Capen both of Dorchester March 30th. 1819.

Jeremiah S. B. Blake to Lucy Davenport both of Dorchester May 4th. 1819.

John Bates to Mary French ——— Sept 5th 1819.

Henry Wetherbee of Dorchester to Eliza Brooks of Waltham Sept 5th. 1819.

Dea Samuel Capen of Dorchester to Lydia Capen of Stoughton Sept 26th. 1819

William Pierce to Hannah Richards both of Dorchester Decr. 1st. 1819.

MARRIAGES BY DR. EDWARD RICHMOND 3D. PARISH IN DORCHESTER.

Mr. Daniel Rand of Weston to Miss Sophronia P. White of Dorchester May 25th. 1819.

Mr. Phillip Holmes of Milton to Miss Margaret Barry of Dorchester July 11th. 1819.

BY THE REVD. T. M. HARRIS.

Mr. John Wheeler of Cambridgeport to Miss Ann Balch of Dorchester Jan 10th. 1819.

Mr. Apollos Clap to Miss Hannah Howe both of Dorchester Jany 13th. 1819.

Revd. Edward Richmond to Miss Christina Sargent June 24th. 1819.

Mr. Lewis Taylor to Miss Lois White Baker both of Dorchester Augt. 15th. 1819.

Mr. Joseph Shepherd to Miss Eunice Lewis both of Dorchester Sept 23d. 1819.
 Mr. Auther Fessenden Jr. of Boston to Miss Mary Hall Ellis of Dorchester Sept 27th. 1819.
 Mr. Charles Fiske of Charlestown, to Miss Hannah Glover of Dorchester Octr. 3d. 1819.
 Mr. George Miller Gibbins of Boston, to Miss Mary Davenport Billings of Dorchr: Novr. 18th.
 Mr. William Popkins to Miss Sarah Wiswell both of Dorchester December 5th. 1819.
 Mr. Amos Upham to Miss Abigail Humphreys both of Dorchester Decr. 28th. 1819.

1820.

BY REVD. EDWARD RICHMOND.

Mr. John Tileston of Dorchester to Miss Jane Nickols of Boston Jany 30th. 1820.
 Mr. Thomas Barlow to Miss Mehitabel Carver both Residents in Dorchester April 30th. 1820.
 Mr. Simeon Litchfield of Roxbury to Miss Hannah Richards of Dorchester June 11th. 1820.
 Mr. William Leeds of Milton to Miss Clarisia Tileston of Dorchester Novr. 8th. 1820.

BY REVD. T. M. HARRIS.

Mr. John Pettes of Windsor Vermont, to Miss Lucy Richards of Dorchester Jany 20th. 1820
 Mr. John Rogers a Resident to Miss Martha White Balkum of Dorchester. April 30th. 1820.
 Capt. Obadiah Hill of Machias to Miss Sally Pierce Pope of Dorchester May 16th. 1820.
 Mr. Samuel Topliff Bird of Walpole to Miss Mary Topliff of Dorchester June 18th. 1820.
 Dr. Noah Fifield of Weymouth to Miss Hannah Cranch Bond of Dorchester July 30th. 1820.
 Mr. David Emerson a Resident to Miss Mary Wiswell of Dorchester Augt. 24th. 1820.
 Mr. Francis Everett to Miss Nancy Bernard both of Dorchester.— October 5th. 1820.
 Mr. John Pearson of Roxbury to Miss Mary Lee Glover of Dorchester October 11th. 1820.
 Mr. Samuel Topliff to Miss Hannah Holden both of Dorchester October 27th. 1820.
 Mr. William Cook of Quincy to Miss Ruthy Moore Badlam of Dorchester Decr. 31st. 1820.
 Mr. Joseph Stacy Parks of Exeter New hamshire to Miss Martha Willis Vose, of Dorchester Decr. 31st.

BY REVD. JOHN CODMAN.

Capt Thomas Oakes of Malden to Lucy Inglee of Dorchester Jan 27th. 1820.
 James Orrill to Sophia Carver, both Residents Feb 13th. 1820.
 Joshua Prouty Charlestown N. Hampshire to Sarah Hitchings of Dorchester Feb 22d. 1820.
 John Field to Abigail Thayer, both of Dorchester April 20th. 1820.
 Thomas Hancock to Betsey Clap, both of Dorchester May 3d. 1820.
 John Capen 7th. to Joan H P Moore both of Dorchester Octr. 1th. 1820.
 Joseph Hunt of Milton to Mary Tolman of Dorchester October 5th. 1820.

Jonathan Hammond to Mary Ann Clap both of Dorchester October 11th. 1820.

John Tolman to Hannah Clap both Dorchester October 11th. 1820.

Stephen Turner to Susan F. Adams both of Dorchester Novr. 2d. 1820.

1821.

BY REVD. JOHN CODMAN.

Mr. Ebenezer Holmes and Miss Martha Davenport both of Dorchester January 17th. 1821.

Mr. Jesse Fowler and Miss Nancy Harrison both of Dorchester January 24th. 1821.

Mr. Isaac Field and Miss Emmeline Richards both of Dorchester April 22th 1821.

Mr. George Carriel and Miss Abigail Randall both of this Town May 2d. 1821.

Mr. Edward Preston and Miss Susan Welch both of Dorchester October 14th. 1821.

Mr. James G. Barbadoes of Boston and Miss Mary Ann Willis of this Town — October 14th. 1821.

Mr. Charles Lincoln of Boston and Miss Martha B. Minott of this Town — November 15th. 1821.

Mr. James Foster and Miss Rachel Lambert both of Dorchester Novr. 19th. 1821 —

Mr. Josiah Gould and Miss Clarisa Hall both of Dorchester Novr. 25th. 1821.

Mr. Benjamin Simmons Junr. of this Town and Miss Mary Dearborn a Resident — November 25th. 1821.

Mr. James Lewis Jr. of Roxbury and Miss Mary Glover of Dorchester December 9th. 1821.

Mr. William Williams Junr. and Miss Jane Howe of Roxbury December 12th. 1821.

Mr. Daniel Hicks and Miss Emily I Bird both of Dorchester December 20th. 1821.

Mr. Jesse Wadsworth of Milton and Miss Mary P. Withington of this Town December 20th. 1821

Mr. William Bevan and Miss Mary George both of Dorchester Decr. 31st. 1821.

BY DR. THADDEUS M. HARRIS.

Samuel P. Loud Esq. to Miss Susan Bird Robinson, both of Dorchester Jany 9th. 1821.

Mr. Jonathan Collyer, to Miss Rebeckah Hall both of Dorchester June 10th. 1821.

Mr. John Bevan to Miss Nancy Crawford Davenport both of Dorchester June 13th. 1821.

Mr. Lewis Carey of Boston to Miss Adeline Eliza Billings of Dorchester — September 5th. 1821.

Mr. Joseph S. D. Saunders of Boston to Miss Mary Simmons of Dorchester September 27th. 1821.

Mr. Samuel Penny of Lexington to Miss Lydia Morse Sherman of Dorchester — September 27th. 1821.

Mr. Joseph Warren Parker of Roxbury to Miss Nancy Glover Wales of Dorchester — December 2d. 1821.

Mr. Elijah Stone and Miss Rebecca Walker both of Dorchester Decr. 10th. 1821.

BY DR. EDWARD RICHMOND.

Mr. William B. Wiswall to Miss Sally Randall — May 23d. 1821

Mr. Aaron Capen to Miss Isannah White — Octr. 3d. 1821

Mr. Cyrus Battles to Miss Eliza Morton — Octr. 24 — 1821 —

1822.

To Mr. Ebenezer Tolman Clerk of the Town of Dorchester —
I hereby Certify that I have Joined together in Marriage March 7th.
1822 —

Mr. Charles Maxwell of Roxbury with Miss Mary Badlam Mansfield of
Dorchester.

Given under my hand Apl. 20th. 1822.

EDWARD SHARP Justice Peace.

BY REVD. EDWARD RICHMOND.

Mr. John Bussey to Miss Sarah Spring — Feby 4th. 1822

Mr. Spencer Johnson to Miss Hannah Ewell — March 31st. 1822.

Mr. John Packard to Miss Margaret Bowman both of Dorchester April
8th. 1822.

Mr. Robert Babcock of Roxbury to Miss Lucy Blackman of Dorchester
April 25th. 1822.

Mr. Edward Chrehore to Miss Mary Preston both of Dorchester Sept
4th. 1822.

Mr. Daniel Talbut 2d. to Miss Lydia Tolman both of Dorchester Octr.
23d. 1822.

Mr. Nathan Bryant Junr. to Miss Mary Gardner both of Dorchester
Decr. 24th. 1822.

BY REVD. T. M. HARRIS.

Mr. John Page to Miss Susannah D Currier both Residents in Dorchester
— February 2d. 1822.

Mr. John Page to Miss Rebecca Walker both Residents in Dorchester
Feby 2d. 1822.

Capt. Jacob Bacon to Miss Nancy Withington both of Dorchester Feb-
ruary 3d. 1822.

Mr. Stephen Horton Bowen to Miss Mary Ann Welch both of Dorchester
March 24th. 1822.

Mr. Spencer Johnson to Miss Hannah Ewell both of Dorchester March
31st. 1822.

Mr. William Wiswall of Newton to Miss Abigail Clements a Resident
April 1st. 1822.

Mr. William Whiting of Dorchester to Miss Mary Avis Birten a Resident
May 2d. 1822.

Mr. Oliver Blackman to Miss Olive Warren both of Dorchester June
10th. 1822.

Mr. John Wright a Resident to Miss Mary Freeman, both of Dorchester
Augt. 25th. 1822.

Mr. Edward Collyer to Miss Hannah M Hearsey both of Dorchester
Septr. 8th. 1822.

Mr. Josiah Adams of Salem to Miss Abigail Clap of Dorchester October
29th. 1822.

Mr. James Robinson of Dorchester to Miss Rachel R. Howe of Boston
Novr. 12th. 1822

Mr. George Bird to Miss Mary Jeffries both of Dorchester November
13th. 1822.

Mr. Benjamin Hobart of Quincy to Miss Jane Jordan of Dorchester
Novr. 24th. 1822.

Mr. Sylvester Wheeler of Taunton to Miss Sarah Clap of Dorchester
Decr. 15th. 1822.

Mr. Elijah Tolman to Miss Eliza Mary Hunt both of Dorchester Decr.
15th. 1822.

Mr. Abishai Eveleth a Resident to Mrs. Abigail Mead of Dorchester
Decr. 29th. 1822.

MARRIAGES BY DR. CODMAN.

- Mr. Samuel Bromall of Milton to Mrs. Margaret Pierce of Dorchester Feby 1822.
 Mr. Ezra Dickerman of Canton to Mrs. Anna Paul of Dorchester April 9th. 1822.
 Mr. Josiah Field to Miss Mary Dearborn both of Dorchester April 11th. 1822
 Mr. Galen Edson to Miss Mary Ann Oliver, both of Dorchester Oct 10th. 1822.
 Mr. Roswell Gleason to Miss Rebeeca T Vose both of Dorchester Oct 13th. 1822.
 Mr. Seth Jilson of Dorchester to Miss Lucy Savil of Quiney Oct 31st. 1822.
 Mr. Moses Wood to Miss Melinda Wilcox both of Dorchester Decr. 5th. 1822.
 Mr. Stephen Hall to Miss Elizabeth Tolman both of Dorchester Decr. 19th. 1822.
 Mr. Judah Ely of Andover to Miss Irene Stetson of Dorchester December 31st. 1822.

1823.

MARRIAGES BY DR. T. M. HARRIS

- Mr. Thomas M Moseley to Miss Jane B. Pierce both of Dorchester January 9th. 1823.
 Mr. Warren Glover to Miss Mary Lyon both of Dorchester January 29th. 1823.
 Mr. Danforth Champany to Miss Mary Kirk of Boston March 9th. 1823.
 Mr. Samuel Coolidge Bird to Miss Mary Hearsey both of Dorchester — March 19th. 1823
 Capt Francis Dewson to Miss Dalinda Inglee both of Dorchester April 10th. 1823
 Mr. Samuel Mertimer of Boston to Miss Mary Jordan of Dorchester April 21st. 1823.
 Mr. Moses Pond Junr. of Dorchester to Miss Susan Prentiss of Boston April 21st. 1823.
 Mr. William Jones of New Hampshire to Mrs. Ann Chase of Dorchester May 18th. 1823.
 Mr. Dudley Boylston Adams to Miss Mary Ann Hodgeman both of Dorchester June 9th. 1823.
 Mr. Daniel Wm. Doughty to Miss Rebeckah Pollock Whitney both Residents in Dorchester Augt. 24th. 1823.
 Capt Elisha Harrington of Dorchester to Miss Susannah Whitney a Resident in Dorchester Augt. 24 —
 Mr. Otis Shephard to Miss Ann Pope both of Dorchester October 5th. 1823 —
 Mr. Ebenezer Holden to Miss Hannah Parker both of Dorchester October 16th. 1823
 Mr. Nathaniel Bennet Towner to Miss Elizabeth Babcock Wales both of Dorchester November 6th. 1823.
 Mr. Lewis Glover Hearsey to Miss Hannah Studley Briant both of Dorchester November 20th. 1823.
 Mr. Jonas Chiekring of Boston to Eliza Sumner Harraden both of Dorchester November 20th. 1823.
 Mr. Clarendon Harris to Miss Charlotte Mary Thayer both of Dorchester December 29th. 1823.

MARRIAGES BY DR. JOHN CODMAN

- Mr. William Jacobs to Miss Eliza Howe both of Dorchester February 20th. 1823.

Mr. William F. Williams to Miss Sarah Page both of Dorchester March 13th. 1823.
 Mr. Zenas Bowen to Betsey Hopkins both of Dorchester May 7th. 1823.
 Mr. Stephen Chamberlain Junr. of Roxbury to Mary Ann Morse of Dorchester May 18th. 1823.
 Mr. Fisher Holmes to Miss Freedom L. Buell both of Dorchester July 20th. 1823.
 Mr. Joseph L. Fisher Resident in Dorchester to Miss Zebiah D. Blake of Dorchester November 7th. 1823.
 Mr. Michael Mellen of Boston to Miss Sarah Holden of Dorchester December 25th. 1823.

1824.

MARRIAGES IN DORCHESTER BY DR. THADDEUS M. HARRIS.

Mr. John Griggs of Milton to Miss Susannah Cranch White of Dorchester — January 8th. 1824.
 Mr. Abraham Noyes to Miss Sally Hearsey both of Dorchester Feby 4th. 1824.
 Mr. Asa Davenport to Miss Sally Hunt both of Dorchester Feby 8th. 1824.
 Mr. Benjamin Lathrop Sumner to Miss Hepzibah Clap both of Dorchester March 11th. 1824.
 Mr. Elisha Davenport Kelton to Miss Susan Wheeler both of Dorchester — April 22d. 1824.
 Mr. William Rogers Simpson of Belfast State of Maine to Miss Susannah Tolman of Dorchester August 29th. 1824.
 Mr. Amos Cutler of Medway to Miss Sarah Topliff of Dorchester September 8th. 1824.
 Mr. Rufus Nason to Miss Ruth May Gulliver both of Dorchester Sepr. 15th. 1824.
 Mr. Henry C. Mares of Boston to Miss Charlotte Tileston of Dorchester October 7th. 1824.
 Mr. Henry Adams of Medfield to Miss Elizabeth Crane of Dorchester October 21st. 1824.
 Mr. William Humphreys of Dorchester to Miss Elizabeth Loud of Roxbury October 24th. 1824.
 Mr. Asahel Dewey a Resident to Miss Jane Sharp of Dorchester November 14th. 1824.
 Mr. John Dunmore to Miss Martha Washington Lapham both of Dorchester November 17th. 1824.
 Capt James Pierce to Miss Mary Whiting Withington both Dorchester November 19th. 1824.
 Mr. Alfred Crossman to Miss Sarah Spurr both of Dorchester November 21st. 1824.
 Mr. Ebenezer Foster to Miss Mary Champany both of Dorchester November 24th. 1824.
 Mr. Abraham Holmes of Portsmouth New Hampshire to Miss Susannah Holmes Symmes of Dorchester December 2d. 1824.

MARRIAGES IN DORCHESTER BY DR. JOHN CODMAN.

Mr. Joseph Leeds of Boston to Miss Arethusa Clap of Dorchester March 4th. 1824.
 Mr. George N Minott to Miss Catharine Fletcher both of Dorchester — March 11th. 1824.
 Mr. Isaiah D. Richards and Miss Caroline Capen both of Dorchester March 30th. 1824.

MARRIED BY EDWARD SHARP ESQ. JUSTICE OF THE PEACE — 1824.

Mr. Orin Hildrith of Dorchester and Miss Ruth Pilsbury of Candia New Hampshire November 13th. 1824.

MARRIAGES IN DORCHESTER BY DR. EDWARD RICHMOND.

- Mr. Elijah Dunbar to Miss Sarah K. Hobart both of Dorchester April 8th. 1824.
 Mr. Elijah Dunpha to Mrs Abigail Rawson both Residents in Dorchester July 11th. 1824.
 Mr. Thomas Lee of Mendon to Mrs. Elizabeth Wild of Dorchester August 2d. 1824
 Mr. Christopher Tilden of Scituate to Miss Asenath Bailey of Dorchester Sept. 9th. 1824.
 Mr. Andrew Sampson to Miss Ann V Fowler both of Dorchester October 7th. 1824.

1825.

Married on the 11th. of December 1825.

Capt. Thomas M. Field of Dorchester and Miss Nancy Fellows of Wiscasset State of Maine ——— by me Hosea Ballou.

MARRIAGES IN DORCHESTER BY DR. EDWARD RICHMOND.

- Mr. Isaac Bowen to Miss Chloe Dickerman both of Dorchester ——— January 20th. 1825
 Mr. William Bradley to Mary Ann Bemis both of Dorchester April 3d. 1825.
 Mr. Loring Wheeler to Miss Dulcina Porter both of Dorchester April 8th. 1825.
 Mr. Joseph C Everett of Newton to Miss Mary Warren April 10th. 1825.
 Mr. Samuel W Kimball of Milton to Miss Fanny G. Field of Dorchester May 5th. 1825.
 Mr. David Capen to Miss Dorcas Belcher Thayer both of Dorchester May 29th. 1825.
 Mr. Samuel D McElroy to Miss Hannah H Cushing both of Dorchester September 14th. 1825.
 Mr. Edmund P. Tileston to Miss Sarah McLeon Boies both of Dorchester Oct. 23d. 1825.
 Mr. Harvey Vose of Milton to Miss Sally Pierce of Dorchester Novr. 21st. 1825.

MARRIAGES IN DORCHESTER BY DR. THADDEUS M. HARRIS —

- Mr. Willard Felt of Milton to Miss Elizabeth L. Glover of Dorchester Jany 27th. 1825.
 Mr. Thomas Herring to Miss Christina Chubbuck both of Dorchester Jany 5th. 1825.
 Mr. Thomas Beales to Miss Mary Pope both of Dorchester Feby 27th. 1825.
 Mr. George Ellis to Mrs. Freelove Phillips both of Dorchester March 6th. 1825.
 Mr. Elijah M. Greenwood to Miss Abigail Jewitt both of Dorchester April 10th. 1825.
 Mr. Charles Leeds to Miss Elizabeth Gomes both of Dorchester — May 25th. 1825.
 Mr. Henry Smith of Roxbury to Miss Elizabeth Grange of Dorchester — May 26th. 1825.
 Mr. Charles Tucker of Milton to Miss Susannah Humphrey Clap of Dorchester July 10th. 1825.
 Mr. Amos Morse of Roxbury to Miss Abigail B. Davenport of Dorchester — Ocr. 23d. 1825.
 Mr. Joseph Sawyer of Lancaster to Miss Susan Christian Passenger of Dorchester — Novr. 24th. 1825.

Mr. Charles Gill to Miss Betsey Leeds both of Dorchester Novr. 24th. 1825.

Mr. Rufus Davis of Dorchester to Mrs. Jane Potter of Boston Novr. 27th. 1825.

Mr. Thomas Russell Shepard to Mrs. Abigail Seavens both of Dorchester — Decr. 4th. 1825.

Mr. Thanal Murray Jay, of New Jersey to Miss Mary Dunphy of Dorchester Decr. 25th. 1825.

MARRIAGES IN DORCHESTER BY DR. JOHN CODMAN —

Mr. James Blake of Boston to Miss Polly Clap of Dorchester September 6th. 1825.

Mr. Charles Beaumlin a Resident to Miss Mary Ann Durant of Dorchester — September 12th. 1825

Mr. William Goodwin and Miss Eliza Howe Sept — 18th. 1825.

Mr. John A Tucker to Miss Mary B. Felton Ocr. 12th. 1825.

Mr. William F. Williams to Miss Mary Lake both of Dorchester Novr. 6th. 1825.

Mr. Ephraim McLaughlin of Boston to Mary Spear of Dorchester — Novr. 24th. 1825.

DEATHS.

1801.

Joseph Withington Died Jany. 2d. 1801.

Rachel the wife of Samuel Belcher Died January the 3d. 1801.

Ruth Turner Died January the 14th. 1801.

Abiathar Wilson Died February 26th. 1801.

Widow Thornton Died March 2d. 1801.

Elisha the Son of Benjamin & Sarah Jacobs Died March the 6th. 1801.
A E 12 Years.

Sarah the wife of Samuel Holbrook Died March the 29th. 1801.

A Child of Samuel & Miriam Capen Died March 30th. 1801. 3 Days old.

Mrs. Shaw a resident in the Town Died April the 1801.

Capt Philip Jarvis a foreigner Died in this Town May the 5th. 1801.

Sarah the wife of Ebenezer Tolman Died May the 7th. 1801. Æ 55 years.

Abigail the wife of Ebenezer Kilton Junr. Died May 13th. 1801. and her Child of about 3 Days old.

Enoch Horton Died May 15th 1801.

Elizabeth the Daughter of John Capen was found Dead June 26th. 1801.

William Vose the Son of George Vose Decd. Died July the 30th. 1801.

Samuel Pope Died in Boston Augt. the 6th. 1801. Buried in Dorchester.

Hawes the wife of Hawes Died Augt. 8th 1801, residing in this Town.

Ebenezer Davenport Died Augt. 21st. 1801.

Hannah the wife of Euclid Tileston Died August the 26th. 1801.

Capt Samuel Holbrook Child Died August the 30th. 1801.

Abigail Billings residing in this Town Died September the 4th. 1801.

Francis Spurr Died Septr. the 19th. 1801.

Two Children of Mr. John Ritchie Died in this Town Septr. — 1801.

Mary Hall the Child of Saml. Topliff Junr. & Anna his wife Died Sept the 21-1801.

Mary Jones the Child of Benjamin & Lilly Bird Died August 24th. 1801.
Charles the Child of Capt Thomas Williams & Elizabeth his wife Died
Septr.

A Child of John Moies & Anna his wife Died Septr. the 28th. 1801.

Benjn. Spurr the Son of Thaddeus & Mary Studson Died Augt. the 13th.
1801.

Eunice the Daughter of Stephen & Susannah Holden Died October the
15th. 1801.

Warren the Son of Saml. B. Lyon & Mary his wife, Died October
the 1801.

Patty the Daughter of Saml. Blackman Jr. & Elizabeth his wife, Died
October 1801.

A Child of James and Elizabeth Clap Died 1801

A Child of Samuel & Elizabeth Gibson Died 1801.

Mary Tolman the Widow of Ebenr. Tolman Died November the 9th.
1801. aged 88 years.

Betty Dickerman the Widow of Benjamin Dickerman Died November
the 12th. 1801.

Justinian Holden Died at Norfolk in Virginia

Enoch Glover Died Novemr. 21st. 1801.

Elizabeth, the Widow of Nathaniel Wales, Died November the 22d.
1801.

Susannah the Widow of Ezekiel Leeds Died November the 14th. 1801.

Mrs. Bisbie the wife of Bisbie residing in this Town Died
Decr. 27th. 1801.

1802.

Francis Wiswell Died Janr. 1st. 1802.

Sarah, the Daughter of George & Sarah Payson, Died January 16th.
1802.

Sarah the wife of Edmund Baker Died January the 29th. 1802.

Ebenezer Clap Esq. Died January the 29th. 1802. Aged 70 Years.

Sarah the wife of Elisha Tobey. Died January the 30th. 1802. Aged
20 Years.

The youngest Child of Edward & Rebecca Preston Died February the
4th. 1802.

William the Son of James Baker Junr. & Lydia his wife Died February
15th. 1802.

Elizabeth the Child of Nathaniel and Elizabeth Minott, Died February
21st. 1802.

Capt Blake a Foreigner, Died in this Town February the
22d. 1802.

Rebecca Blackman Died Feby. 28th. 1802.

A Child of Daniel and Anna Withington Died February 30th. 1802.

James Anderson a Scotchman Died March the 1802.

Ebenezer Kilton Died March the 6th. 1802.

The youngest Child of Daniel & Anna Withington Died April the 9th.
1802.

Edward, the Son of Edward & Hannah Kilton Died April the 14th. 1802.

Rebecca Leeds Died April the 15th. 1802.

Warren the Son of Wm. and Sarah Pope Died April the 22d. 1802.

Mary Ann the Youngest Child of James and Esther Davenport Died
April the 27th. 1802.

Icabod Wiswell Died May the 17th. 1802.

A Child of Joseph & Mehitabel How Died May

Wm. Davenport a Son of James and Esther Davenport Died May the
1802.

Rachel Bird How the youngest Child of Edward & Rachel Robinson
Died May 14th. 1802.

John Somes a Resident from Boston Died in the Town May the 19th. 1802.

Margaret McNeal a Resident from Boston Died in the Town June the 13th. 1802.

Rebecca Davenport the Widow of Isaac Davenport Died June the 25th. 1802.

Mary Ann the Child of Oliver & Ann Jordan Died June the 30th. 1802.

John Belcher the Son of Samuel Belcher Died July the 6th. 1803 [sic].

Ebenezer Belcher the Son of Saml. Belcher Died July the 10th. 1802.

Polly Belcher the Daughter of Saml. Belcher Died July the 13th. 1802.

Sally Belcher the Daughter of Saml. Belcher Died July the 17th. 1802.

Abigail Belcher the Daughter of Saml. Belcher Died July the 24th. 1802.

Rachel Belcher the Daughter of Saml. Belcher. Died Augt. the 7th. 1802.

Lucy the Daughter of John & Andrews Died Augt. the 6th. 1802.

Samuel Davenport Died Augt. 31st. 1802

Susannah Robinson Died Septr. 18th 1802.

Polly the wife of Nathl. Clap 3d. Died September 22d. 1802.

John Tileston the Son of John Tileston of Boston Died in this Town Sept 23d. 1802.

A Child of William H. Boardman Died in this Town September 29th. 1802.

Marcus Michel a Resident Died in this Town October the 9th. 1802.

A Child of Edward & Nancy Haines Died Septr. the 25th. 1802.

Sally the Daughter of Edward & Rebecca Preston Died October 10th. 1802.

A Child of Benjamin B. Leeds & his wife Died October 9th. 1802.

A Child of John & Sally Holden Died November the 1802.

A Child of Edward Preston & his wife Died November 15th. 1802.

Elisha Tileston Esq. Died Novemr. 17th. 1802.

Hon Oliver Everett Esq. Died Decr. 19th. 1802.

John Clap Died December 26th. 1802.

1803.

Samuel the Son of Samuel Payson Jr. & Lydia his wife Died January the 1st. 1803.

James Blake Died January the 5th. 1803.

Eunice Paine a Resident Died in this Town Feby the 1803.

Abigail Pope the Widow of Ebenezer Pope, Died February the 4th. 1803.

A Child of Rufus Herrington Died February the 18th. 1803.

A Nurse child Died at John Moise's February the 19th. 1803.

Sarah the wife of William Richards Died March 25th. 1803.

The Youngest Child of Solomon & Rachel Hall Died April the 4th. 1803.

Sarah Emmons the Widow of Benjamin Emmons Died May 6th. 1803.

Kato a Negro belonging to Stephen Hall Died May 15th. 1803.

A Child of Ebenr. Clap Junr. & Eunice his wife was Drowned May 21st. 1803.

Susannah the wife of John Vaughn Died May the 27th. 1803.

Caleb Champany Died in this Town June the 6th. 1803.

Deliverance Jones the Widow of Ebenr. Jones Died June the 7th. 1803.

Eliphal Baker the wife of John Baker Died June the 1803.

Harriett the Daughter of Ephraim & Zibiah Davenport Died

Nancy the Daughter of Alexander Glover Jr. & his wife Died July 27th. 1803.

Mary Ann the Daughter of Joseph Clap Jr. & Betsey his wife Died July 25th. 1803.

Catharine the Daughter of David & Mary Spear Died August 2d: 1803.

A Child of Abel Whelock & his wife Died August the 5th 1803.

Joanna Davis, the Widow of Moses Davis Died August the 22d: 1803.

Samuel the Child of Daniel & Sally Davenport Died August the 21st. 1803.

A Child of Benjamin Burril & his wife Died in this Town August 1803.

Coll Hopestill Hall Died Sept 25th. 1803.
 James Baker Junr. Died Sept 26th. 1803.
 Sarah the wife of Aaron Spear Died September the 27th. 1803.
 A Child of Edward Haynes & his wife Died October 1803.
 William Holden the Child of Benjamin D. Tolman & Susannah his wife Died Octor. 14th. 1803.
 Ephraim Mann Died October 21st. 1803.
 Susannah the wife of Roger Clap Died Oetober the 22d. 1803.
 Mrs. Gardner of Boston a resident in the Town Died Octor. the 25th. 1803.
 Hannah the wife of Robert Pierce Died November the 7th. 1803.
 A Child of Eleazar & Jerusha Biscomb Died November the 15th. 1803.
 Enos Blake Died November the 24th. 1803.
 Mrs. Kent a resident Died in the Town November the 27th. 1803.
 Thankfull Morrie the Widow of Wm. Morrie Died November the 1803.
 Sarah Jones Died 1803.
 Samuel Payson Died December 7th. 1803.
 Zibiah Blaekman Died Decr. 8th. 1803.
 A Negro Woman Died in the Town Decr. 24th. 1803.
 David Williams, James Pike, & Whitney residents in the Town were all Drowned, coming from Boston to Dorehester neck by the Conoe, Oversiting December the 24th. 1803.
 Widow Durant the wife of Saml. Durant Died

1804.

Hannah Tileston the wife of Timothy Tileston Died Jany. 6th. 1804.
 The Youngest Child of Jonathan and Ruth Hall Died January the 7th. 1804.
 Susanna the wife of Saml. Crehore Died January the 31st. 1804.
 Mrs. Thayer the wife of Zechariah Thayer Died February the 2d. 1804.
 A Child of Elisha & Lydia Turner Died February the 4th. 1804.
 Susanna Robinson the Widow of John Robinson Died Feby. 22d: 1804 Aged 97 & 4 Month.
 Patience Capen the Widow of Edward Capen, Died March 25th: 1804.
 Jane Brewer Glover the Daughter of Alexander Glover Junr. Died Mareh the 23d: 1804.
 John Blake Died April 28th. 1804.
 John Treseott Died April the 28th. 1804.
 Patience, the Widow of Jonathan Leeds Died April the 30th. 1804.
 Lucy Clap the Daughter of Noah & Ann Clap Died June 11th. 1804.
 Experience Tolman the Widow of Elijah Tolman Died July the 20th. 1804.
 Harris the Son of Dean. James Humfrey & Elizabeth his wife Died July the 27th. 1804.
 Ruth, the wife of Jonathan Hall, Died July 30th. 1804.
 Mrs. White the wife of Lott White Died August the 18th. 1804.
 A Child of Thomas Munrow Junr. and Polly his wife Died August 27th. 1804.
 A Son of Samuel & Francis Champany Shott himself Dead August 30th. 1804.
 A Child of Barnabas & Harriott Hollis Died August the 26th. 1804.
 Mrs. Davenport the Wife of Ebenezer Davenport Jr. fell from the Garrett to the lower floor & killed herself September the 3d. 1804.
 Samuel Tolman Died Septr. the 9th. 1804.
 A Child of Moses How Jr. and Ann his wife Died September 1804.
 Edward Glover Died Septr. the 13th. 1804.

A Boston Child Died at Widow Abiel Fosters September 14th. 1804.

Capt. Willm. Davis Died in this Town September the 14th. 1804.

Mrs. Kilton the Widow of Ebenr. Kilton Died September 23d. 1804.

Thomas Robinson Died Sepr. 21st. 1804.

Alexander Ferrington Died Sept: 1804.

Clap the Widow of Jonathan Clap Died October the 4th. 1804.

Lemuel Humfrey Died October 6th. 1804.

Deacon Abijah White Died October 6th 1804 Aged 88 Years.

Samuel Blackman Died October 10th. 1804.

Abigail Blackman Died October 14th. 1804.

Bernard the Son of Deacon James Humfrey & Elizabeth his wife Died October 13th. 1804.

Nathaniel Tolman fell over board from a Vessell of Portland harbour & was Drowned October 10th. 1804.

Abijah Humfrey Died Novemr. 19th. 1804.

Joseph Hawes Died Novemr. 1804.

A Child of Saml. H. Everett & his wife Died Novemr. 1804.

Edward Holyoake a Resident in the Town Died Novemr. the 29th. 1804.

Killey a Foreigner Died in the Poor house December 4th. 1804.

A Child of Henry Mesenger & his wife Died November 1804.

Elizabeth Sayer of Boston Died in this Town October 2d. 1804.

Thomas Perry Died

1805.

Elizabeth Vaughn the Widow of John Vaughn Died Jany. 8th. 1805.

A Child of Saml. Leeds 3d. & his wife Died Jany 10th. 1805. 7 Days old.

John Minott Died Jany 25th. 1805.

Widow Williams, the wife of Joshua Williams Died January the 27th. 1805.

Thomas Knox of Boston Died in this Town January the 28th. 1805.

A Child of Chandler R. Russell & his wife Died February 5th. 1805.

Martha Baker the Widow of Preserved Baker Died February 11th. 1805.

Skinner the wife of John Skinner Died in this Town February 20th. 1805.

A Child of William & Katy Vose Died March the 6th. 1805.

Releif the wife of Deacon Edward Pierce Died March the 1805.

Elizabeth Baker the Daughter of Dr. James Baker & Lydia his wife Died May 2d. 1805. Aged 30 Years.

Richard Hall Died May 11th. 1805.

A Child Died at William Vose May the 1805.

Mary Haley the Daughter of Edward and Abigail Bird Died June 4th. 1805.

A Child Died at John Ritchie June 1805.

A Child Died at John Halls June 1805.

Betsey the wife of Capt Edward Pierce Died July 5th. 1805.

Mrs. Davenport Died in this Town belonging to Sharon July 12th. 1805.

Abigail the wife of Philip Withington Died August 9th. 1805.

A Child of Eleazer Baker & his wife Died August 9th. 1805.

A Child of Saml. H. Everett & his wife Died August 10th. 1805.

Elizabeth the Widow of Saml. Withington Died August 9th. 1805.

James Gleason Died August 10th. 1805.

Nathaniel Holden Died Augt. 9th. 1805.

Edward Cotton's wife Died in this Town, belonging to Boston Augt. 1805.

John Welsh Billings, Died in this Town belonging to Boston, Augt. 23d. 1805.

Samuel Tolman Died Sept 9th. 1805.

A Child of Saml. Clap Junr. & Anna his wife Died Augt. 28th. 1805.

Capt Edward Pierce Died September 2d. 1805.

James Kilton Died Sept 4th. 1805.

Ebenezer Trescott Died Sept. 1805.

John Welch Billings Died in this Town belonging to Boston August 23d. 1805. A. E. 74 Years.

Mary the wife of Wm. Sumner Died Sept 1805.

John Le Cain the Son of Ezekiel Holden & his wife Died Sept 1805.

A Boston Child Died at Ebenezer Glovers September 1805.

Samuel Blackman Died October 10th. 1805.

Ebenezer Jones Died October 20th. 1805.

Samuel Mellish Died October 29th. 1805.

Thomas Bird Died October 28th. 1805

The youngest Child of Nathl. & Elizabeth Minott Died October 1805.

The youngest Child of William & Mary Tolman Died, October 1805.

Mrs. Withington the Widow of Ebenr. Withington Died 1805.

Ebenezer Withington Died 1805.

Oliver Billings, the Son of George & Eunice Minnott Died November the 27th. 1805.

Samuel the Son of Samuel & Rachel Tolman Died December the 4th. 1805.

Unite Blackman Died Decemr. 25th. 1805.

Thomas the Son of James & Susannah Spurr Died December 27th. 1805.

1806.

Hannah the wife of John Preston Died January the 8th. 1806.

A Boston Child Died at Thos. Munrows Junr. Jany 1806.

Elizabeth Leeds Died March 7th. 1806.

Ebenezer Clap the Son of Capt. Leml. Clap Died March 14th. 1806.

Mary Capen the Daughter of John Capen Junr. & Patience his wife Died March 22d. 1806. A.E.

Sarah Wales the Widow of John Wales Died April 19th. 1806. — Aged 76.

Nathaniel Blake Died May 14th. 1806.

Sally Blake the Daughter of Nathl. and Ann Blake Died May 25th. 1806.

Hannah the wife of Joseph Tolman Died May 27th. 1806.

Joseph, the Son of Joseph Tolman Died May 30th. 1806 — 10 Days old.

Hannah Humphrey Died Suddenly May 30th. 1806.

A Negro Boy Died, at, or belonging to Stephen Hall July 9th. 1806.

The youngest Child of Samuel and Miriam Capen Died

Eliakim the Son of Jerusha Blackman Died July the 24th. 1806.

Lettice Pierce the Widow of Thomas Pierce Died August the 2d. 1806.

Solomon Hall Died Augt. the 4th. 1806.

Martha the Widow of Michael McCarney Died August the 5th. 1806.

Ebenezer Withington Died August 19th. 1806.

Samuel Cox Died August 30th. 1806.

A Child of Edward & Polly Sharp Died September 27th. 1806.

A Nurse Child Died at Daniel Davenports Sept. 27th. 1806.

Mary the wife of Saml. Belcher Lyon Died October 1806.

Jemima Atherton Died Novr. 8th. 1806. age 56.

A Person from Boston Died at Willm. Humphreys November 1806.

Sarah ——— the wife John Holden, Died November the 1806.

Hannah the Daughter of the Widow Perry Died December 6th. 1806.

Samuel Fowler Died Decr. 11th. 1806.

Otis Capen the Son of Joseph & Betsey Capen Died October 14th. 1806.

Abigail Capen Died Sept. 1806.

1807.

Samuel White was Drowned in the Light house Channel Jany 1807.

Mary Bird Died Jany. 16th. 1807.

John Howe Junr. Mother Died Feby 4th. 1807 Aged 93.

Joanna B. Gardner the wife of Dr. Henry Gardner, Died Jan 31st. 1807.

Edward Fairbanks was found Dead near the Chapple Rocks Feby. 17th. 1807.

The Youngest Child of Lemuel & Mary Tolman Died February 18th. 1807.

Elijah Jones Died February 19th. 1807.

Charles the Son of Abel & Wheelock Died March 1807. Aged 12 years.

Anna Tolman the Daughter of Widow Ann Tolman Died March 15th. 1807. A 6 years.

Joseph Pierce Died April 3d. 1807.

The youngest Child of Saml Baker Junr. & his wife Died April 8th. 1807.

Mrs. Brown of Boston Died in this Town April 1807.

Sarah the wife of Benjamin Jacobs Died May 1st. 1807.

A Child of Edward & Mary Capen Died May 20th. 1807.

Martha the Widow of James Kilton Died June 15th. 1807.

Andrews Died —

Roger Clap Died August the 2d. 1807. Aged

A Boston Child Died at Thos. J. Tolmans August the 2d. 1807.

Jane Withington the Widow of Saml. Withington Died August 13th. 1807.

Partrich Garven Died August 23d. 1807.

John Terrel of Weymouth was Drowned near Farm Barr, fell out of a Sloop loaded with Hay Augt. 26th. 1807.

Thomas Clap Died Septr. 7th. 1807.

Elisha Davenport Died Sept 8th 1807.

Robert Pierce Died Sept 16th. 1807.

Henry Lyon Died Septr. 13th. 1807.

Mrs. Clarke Died Sept 18th. 1807.

George Baker Junr. Died Sept 14th. 1807.

Deacon Samuel Topliff Died Sept 18th. 1807.

A Boston Child Died in the Town Septr.

John Williams Died Sept 25th. 1807.

George Baker Junr. Died Sept 16th. 1807.

Thankfull the Widow of Josiah Merow Died November the 10th. 1807 Aged 93.

Aaron Bird Died 21st. of Novr. 1807.

Elizabeth Tileston the Widow of Nathaniel Tileston Died Novr. 23d. 1807.

1808.

Mrs. Ann Carters Child Died January 10th. 1808.

Nabby Munrow the Daughter of William Munrow Died January 17th.

Waitstill Strattons Child Died February 12th. 1808. .

Widow McNeil Died Feby 12th. 1808.

Elizabeth the wife of Leml. Shepherd Died February 20th. 1808.

Isaac Green's Child Died March 9th.

Carlottee Cox the Daughter of Hannah Cox Died March 10th. 1808.

Sally Bird the Daughter of Jacob Bird Died March 12th. 1808.

James Robinson Died March 15th. 1808.

Lilles Stetson Died March 19th. 1808.

Jonathan Howe the Son of Isaac Howe & Sarah his wife Died March 20 — 1808.

Majr. James Robinson Died March 29th. 1808 — A E 52.

Silles Gardner, a Black Man Died at Stephen Halls April 7th. 1808.

Capt Samuel Holden Died April 27th. 1808 Aged 70.

Ebenezer Tolman Junr. was Drowned near Georges Island May 5th. 1808 Aged 36. by the mast breaking which sent him overboard.

Thankfull Kilton the Widow of Elihu Kilton Died May 8th. 1808 Aged 72.

George Dean Child Died May 12th. 1808.

Widow Mary Bird Died May 16th. 1808.

Ann the wife of Saml. Leeds Died May 20th. 1808.

Ann the Widow of Nathl. Blake hanged herself May 30th. 1808 Aged 48

A Child of Benjamin McElroys & Lydia his wife Died June 2d. 1808.

Henry Holman Died in this Town June 9th. 1808.— Aged 21.

Eleazar Lincoln Died June 19th. 1808.

Sarah the wife of Benjamin Jacobs Died July 3d. 1808.

James B. Howe, the Son of James B. Howe & Sarah his wife was Drowned July 12th. 1808.

Ralph & Nabby Shepherd Child, Died July 15th. 1808.

Frederick Popes Child Died Aug 5th. 1808. Aged 6 Weeks.

Hannah, the wife of Capt Cazneau Died in this Town Augt. 11th. 1808. Aged 29.

Elizabeth Williams Died Aug 25th. 1808 Aged 70.

Mary the Widow of Thomas Clap Died August 28th. 1808.

Andrew Anderson, a foreigner, hanged himself in a Vessell in this Town September 3d. 1808.

Mary Baker, the Daughter of Abraham & Patience Howe, Died Sept 4th. 1808.

Joseph & Hannah Wild's Child Died September 5th. 1808.

William Gowin Died in this Town September 12th. 1808.

Ann Carruthers Died in this Town Sept. 15th. 1808.

Philip Withington Died Sept. Aged 77.

Linsford Green Child Died Sept.

A Child of Benjamin & Rachel Simons Died Sept. 13th. 1808.

Another Child of the above Died September 20th. 1808.

Sarah the Widow of Col. Hopestill Hall Died September 20th. 1808 aged 66.

Oliver Bird Died September 24th. 1808.

Nancy Wales the Daughter of Ebenr. Wales Esq Died September 28th. 1808.

Lemuel Spurr Died October 8th. 1808.

A Child of Daniel & Mary Towers Died October 1808.

Ebenezer & Milley Tilestons Child Died October 14th. 1808.

Capt Henry Cox & Betsey his wife Child Died October 22 — 1808.

Sarah Warren Died October 1808.

Capt John Hawes & his wife Child Died October 25th. 1808.

Sarah Fisher's Child Died October 29th. 1808.

Thomas Jones Junr. Died November 1st. 1808.

Widow Sarah Lowder Died November 2d. 1808.

Timothy Phillips Child Dead born Novr. 23d. 1808.

Capt Herrendeno Child Died Novr. 26th. 1808.

Stephen & Hannah Claps Child Dead born Novr. 29th.

Widow Humphrey the wife of Abijah Humphrey decd. Died December 2d. 1808.

Thomas W Walker Died December 8th. 1808.

Carleton Warren Died December 9th. 1808. Aged 18.

Widow Relief Howe Died December 13th. 1808.

Jesse Hawes Died December 18th 1808.

Widow

1809.

Sarah the Widow of Richard Hall Died January 1st. 1809.

Sarah the Widow of Saml. Damon of Dedham Died January 23d. 1809.

—— 72 Years.

A Child Died at John Howes Junr. February 2d. 1809.

A Child of Saml. & Miriam Capen Died February 3d. 1809.

John White Died February 5th. 1809 A E 75

A Child Died at Edwd. W. Baxters March 17th. 1809.

Esther Leeds Died March 25th. 1809.

Miriam Capen the wife of Saml. Capen Died April 18th. 1809.

Samuel Lyon the Son of Capt. Saml. B. Lyon Died April 27th. 1809.

A Negro Boy fell from a Ladder in the Barn, at Joseph Graftons & Died Apl. 27th. 1809.

William Hudson fell of a Load of Boards & Died May 5th. 1809. ——
32

Huldah, the wife of Amos Swift Died May 11th. 1809. —— 26 Years

Polly Hitchings the Daughter of Wm. Hitchings & his wife
Died May 18th. 1809. 27 Years —

A Child of Ellis Thayer & his wife Died June 9th. 1809.

Dr. Joseph Gardner Died June 29th. 1809.

the Widow of Humphreys Died June 23d. 1809.
—— 80 Years old

A Child of Edward Withington Junr. & Nancy his wife Died June 23d.
1809.

Nathan Leeds Died July 21st. 1809.

Joseph Wales & Betsey his wife Child Died Augt. 12th. 1809 — 10
Months

Wm. Munroe Jr. Child died Augt. 25th.

Mark Hollingsworth Son Drowned Augt. 30th. 1809 — 4 Years —

James Lovel's Child Died Sept 4th. 1809.

Elizabeth Clap the wife of Saml. Clap Died Sept 9th. 1809 —— 61.

Lord Hazen Child Died Sept 12th. 1809.

Sophia Skillings the wife of Capt Nehemiah Skillings Died Sept 20th.
1809 — A E 25

Jethro Gardners Child Died Sept 22d. 1809.

Wm. Blackman Son of Jonathan Blackman Died Sept 29th. 1809 ——
11.

Susannah Humphrey Died Sept 29th. 1809—18

Amos Vose the Son of Wm. Vose Died Sept 30th. 1809.

Ezekiel Pierce Died Octr 10th. 1809 Aged 34.

John Champany Died Octr. 10th. 1809 — A 76.

Andrew Mordock Died Ocr. 17th. 1809 A—25

Holstead Greenwood Died Octr. 18th. 1809 A 56.

Widow Mary Trescott Died Octr. 18th. 1809 A 70

Wm. Claps Child Died Octr. 22d. 1809.

James & Polly Tolmans Child Died Octr. 24th. 1809 A 10.

Jacob Harsey was Drowned Octr. 25th. A 10.

Wm. Swans Child Died Octr. 29th. 1809.

James Blakes Child Died Novr 11th. 1809.

Garrett Murphy Child Died —— 11th. 1809.

Lydia Wiman Died — Nov 20th. 1809 — A 28

Jonathan Bird Esq Died Novr. 27th. 1809 A 48

Ann Wiswell Died Decr. 14th. 1809 A 67

John Pope Child Died Decr. 15th. 1809

Waitstill Blackman Died Decr. 15th. 1809 A 73

Emma Lothrop Died Decr. 30th. 1809 A 53

Timothy, the Son of Edward & Polly Foster Died in the West Indies
Decr. 26th. 1809.

Charles M. Hollingsworth the son of Mark Hollingsworth Died
August 29th. 1809.

1810.

Elizabeth Roulstone Died Jan 2d. 1810 A 98

Jonathan Howe Child Died Jan 9th. 1810

Stephen Holden's Child Died Jan 22d. A 3.

Thomas Leeds Died Feb 4th. 1810 A 78

Hannah Parish Died Feb 9th. 1810 A 76.

James Humphrey Jr. Died Feb 9th. 1810 A 31.

Patience the wife of Abraham Howe Died Feby 24th. 1810 A 63.

Susannah the wife of George Baker Died Feby 26th. 1810 A 82.

George Baker Died March 4th. 1810 A 85

Jonathan Jackson Died in this Town March 9th. A 63

Abraham Blake Died March 15th. 1810 A 77.

Abiel Foster Died March 23d. 1810 A 90

James McIntosh Child March 25th. 1810.

Relief Blake Died March 28th. 1810 A 96.

Cynthia Wilkinson Died Apl. 18th. 1810 — 84.

Capt Thomas Briggs Died Apl. 18th. 1810 A 52

Jeremiah Fenno Died Apl. 30th. 1810 — A 27

Hannah Hoven Died May 2d. 1810 — A 21

Levina the Wife of John Kilton Died May 18th. 1810 — A 34.

Sampson Stone's Child Died May 26th. 1810 —

Calvin Birds Child Died June 18th. 1810

Sarah Clap Died July 4th. 1810 A 68.

Isaac Withington Child Died July 29th. 1810

Thomas the Son of Thos. Crehore Died July 29th.

A Child at Saml. Bakers Died Aug 2d. 1810.

Daniel Pomroys Child Died Aug 5th. 1810.

Mehitabel Blake Died Aug 6th. 1810 A-60

Ebenezer Frothington Child Died —

Ebenezer, the Son of Ebenezer Tolman Junr. Decd. & Sally his wife
Died Sept 2d. 1810 — A 7.

Nancy Capen Sept 10th. 1810.

Wm. Tolman Child Died Sept 11th. 1810

John Vaughn Died Sept 14th. 1810 —

Jamson McCluer Died Sept 22d. 1810 A 66.

Increase Tolman Died Octr. 8th. 1810 A 59.

Elisha Tobey's Child Died Oct 19th. 1810.

Edward Haynes Child Died Oct 23d. 1810.

Amasa Bird Died Octor. 29th. 1810 A 25.

William Cole Died Octr. 26th. 1810 A 66.

John Andrews Octr. 27th. 1810 A 52.

Mary Jones Died Dec 2d. 1810 A 84.

1811.

Elizabeth Ruggles Died Feb 6th. 1811 A 57

Ebenr. Whitneys Child Died Feb 28th. 1811 —

Widow Marshall Died Feb 28th. A 95

Samuel Baker 3d Died March 7th. 1811 — 32.

Lois Spur Died March 10th. 1811 — 45

James Clap Died March 11th. 1811 — 41

Stephen Robinson Child March 18th. 1811

A Child Died at Whites March 19th. 1811

Abraham Howe Died March 24th 1811 65

Ann Bird Died March 26th. 1811 77

Abigail Merrifield Died April 2d. 1811 Aged 86.
 Friend Sumner Died April 12th. 1811 25
 John Amory Child Died — 20th. 1811 6 Mo.
 Esther Moseley Died April 21 — 1811 79
 Saml. Temple was Drownded
 Mary Tolman Died May 6th. 1811 67
 Phinehas H Moseley Child
 Maj Benj Bird Died May 23d. 1811 37
 Joseph Ford Child Died May 25 — 1811 2
 Abigail Vose Died June 1st. 1811 62.
 Rachel Howe Died June 1st. 1811 65
 John Bird Died June 12th, 1811 38
 Susannah Bishop Died June 27th. 1811 77
 Joseph Hunt Died July 3d. 1811 33
 A Black Child Died July 4th. 1811
 Elizabeth Oliver Died July 5th. 1811 60
 Nathl. Glover Died July 16th. 1811 25
 Ezekiel Bird Junr. Died Augt. 11th. 1811 34
 Wm. Conn Child Died Augt. 12th. 1811
 Daniel Leeds Died Augt. 20th. 1811
 John Howe Junr. Died Augt. 22d. 1811 55
 Sally Lyon Died Augt. 27th. 1811 30
 Joseph Bird Child Died 2
 Polly Tower Died Augt. 29th. 1811 31
 Cornelius Coolidges Child Died Sept 3d. 1811 1
 Joseph Howes Do. — Died Sept 8th. 1811 1
 A Child at Josiah Leeds Died Sept 11th. 1811 1
 Nichols Ford Child Died Sept 12th. 1811 5 Mo.
 Benoni Haskins Child Died Sept 12th. 1811 10 D
 Lydia Payson Died Sept. 13th. 1811 33
 Lilly Bird's two Children Died
 Ezekiel Holden Child Died Sept 24th. 1811.
 Capt Henry Cox Child Do. Sept 25th. 1811.
 Elizabeth Cheevers Died Octr. 10th. 1811. 71
 Polly Mellish Child Died Oct 10th. 1811
 Polly Wiswell Child Died Octr. 15th. 1811
 Edwd. Holden Child Died Octr. 19th. 1811
 Saml Clap 3d. Child Died Octr. 24th. 1811
 Nehemiah S. Snow Child Died Nov. 3d. 1811
 Daniel Talbutt Child Died Novr. 20th. 1811
 Sally Owen Died Decr. 3d. 1811 77
 Nathl. Withington Died at Calcutta in the East Indies November 18th.
 1811.

1812.

Nancy Fuller Died Jany 4th. 1812 33
 Jonathan Balch Died Jan 8th. 1812 68
 Bethiah Parks Died Jan 31st. 1812 28
 Elizabeth Hawes Died Feb 9th. 1812 37
 Jerusha Hearsey Died Feb. 16th. 1812 49
 Mary Foster Died Feb. 29th. 1812 81
 Sarah Pope Died March 15th. 1812 25
 Joseph Capen Child Died March 28th. 1812
 Benjamin Pierce Died March 29th. 1812 68
 Ebenezer Capen Jr. Died April 3d. 1812 27
 Susan Pope Died April 15th. 1812 32
 Mary A. Fowler Died Apl. 15th. 1812 27
 Jacob Beale Died April 24th. 1812 46
 Mehitabel Billings Died April 27th. 1812 72
 Ezekiel Tileston Died Mar 7th, 1812 57.

Jonathan Capen Child Died May 8th. 1812 5
 Ann Clap Died May 28th. 1812 82
 Elizabeth Colyer Died May 13th. 1812 44
 Lydia Capen Died June 13th. 1812 19
 Abigail Perkins Died June 17th. 1812 80
 Wm. Cox Died June 21st. 1812 26.
 Mary Jones Died July 5th. 1812
 Eunice Dean Died July 5th. 1812 28
 Alexander Balch Died July 7th. 1812 26
 Wm. Humphrey Died July 9th. 1812 55
 Jane Morris Died July 21st. 1812 18
 Samuel Belcher Died Augt. 8th. 1812 68
 Ezekiel Holden Daughter Died Aug 18th. 1812 10
 Susannah Frost Died Sept 4th. 1812 60
 Ebenezer Daggett Died Sept 14th. 1812 50
 Samuel Bird Junr. Died Sept 14th. 1812 31
 A Adams Died
 Benjamin Thayer Died Octr. 11th. 1812 21
 Dorcas Simmons Died Octr. 20th. 1812 36
 Sarah S Bridge Died Decr. 8th. 1812 21
 Ebenezer Hawes Drowned Octr. 27th. 1812 45
 Jesse Davenport Died Decr. 22d. 1812 11

1813.

Augustus Benard Died Jan 2d. 1813 A 28.
 Patience Harrison Died Jan 13th : 1813 51.
 Ann Pierce Died Feb 6th 1813 68
 Capt Edward Bird Died Feb 22d. 1813
 A Daughter of John Bussey Died Feb 28th. 1813
 Ebenezer Wales Esq Died March 2d. 1813 69
 Samuel Tolman Died March 6th. 1813
 Lucinda Foster, the Daughter of Jacob and Joanna his wife
 Died March 8th. 1813 17
 James Bird the Son of Aaron Bird Died March 9th. 1813
 Stephen Pierce Son Died March 25th. 1813
 William Hall Died March 17th. 1813
 Moses Everett Esq Died March 27th. 1813 63
 Parks Livermore Died March 29th. 1813 24
 Bela Hearsey Died Apl. 1st. 1813 48
 Mary Kilton Died Apl. 3d. 1813 45
 Lemuel Collyer Died Apl. 6th. 1813. 60
 Stephen Robinson Child Died Apl. 9th. 1813 Aged 1 yr.
 Charlotte Wales the Daughter of Capt Stephen Wales Died
 Apl. 19th. 1813 19
 Hatch Pierce Child Died Apl. 19th. 1813 4 mo.
 Edwd. S. Leeds Died Apl. 30th. 1813 52
 Ebenezer Tileston Died May 1st. 1813
 Wm. Sayers Child Died May 2d. 1813
 Jonathan Bird Died May 7th. 1813 81
 Elizabeth Allen the Wife of Wm. Allen Died May 8th. 1813.
 Samuel Cox Died May 9th. 1813 52
 John Howard Child Dead born May 9th
 Timothy Phillips Child Died May 17th. 1813
 Eliza Howard the wife of John Howard Died May 21st. 1813 20
 David Johnson Child Died May 22d.
 Samuel Blackman Child Dead born May 29th.
 Sophia Newell Died June 1st. 1813 46
 Wm. Conn Child Died June 7th. 5 Weeks
 Martha Seavens the wife of Charles Seavens Died June 16th. 1813 31

Capt John Hawes Died June 26th. 1813 39
 William Tolman Died June 27th. 1813 45
 Nancy the wife of John Winthrop Esq Died June 28th. 1813 30
 Elizabeth Moseley the Daughter of Thomas & Sarah Moseley Died
 June 28th. 1813 21
 Eunice Tileston Died July 7th. 1813 39
 Alexander Glover Died July 13th. 1813 72
 Mrs. Wiggins Died July 21st. 1813 30
 Patience Capen the Daughter of John & Patience Capen Died Aug 3d.
 1813 22
 and wife of Dean. Abraham Capen of Stoughton
 George Andrews Child Died Aug 15th. 1813 5 Mo
 Sarah Preston Died Aug 22d. 1813 83
 Henry Clap Child Dead born
 Samuel Payson Child Dead born
 John Amorys Child Died Sept 12th. 1813 1
 Mercy Beals Died Sept 25th. 1813 62
 Enos Tolman Child Died Sept 30th. 1813 1.
 William Humphrey Child Died Octr. 3d 2.
 Ebenezer Wales Child Died Octr. 9th. 6
 Susannah Loring Died Octr. 17th. 1813 70
 Mary C. Richards Died Octr. 25th. 1813 26.
 John Davenport Died Novr. 15th. 1813 42
 David Talbutt Died Nov 20th. 1813 67
 Mercy Capen Died Decr. 1st. 1813 62
 Isaac Howe Junr. Twins Died 6th. Decr. 1813 Week 1
 Harriot Davenport Died Decr. 15th. 1813 25

1814.

Elizabeth Bird Jany 4th. 1814 87.
 Jerusha Williams, wife of Ebenezer Williams Died Jany. 25th. 1814 72
 Jonathan Blackman Died Jan. 31st. 1814 50
 Isaac Howe 3d. Child Died Jan 31st. 2½
 William Munroe Died Feb 3d. 1814 68
 Asa H. Howe Died Feb 8th. 1814 15
 Mrs. Weld wife of Ebenr. Weld Died February 18th 1814 —
 Saml. Leeds 3d Child Died Feb 25th. 1814
 Edward Holden Esq. Child Died Feb 25th. 1814 Aged 6 Years.
 Mrs. King wife of Leml. King Died March 5th. 1814.
 George Washington, son of Samuel Wheeler and Charlotte his wife,
 died 1814.
 Mrs Hawes, Widow of John Hawes died May 1814 —
 Mrs Nancy, wife of Caleb Lincoln died July 19th. 1814 — Aged 32 years.
 Abner Loring Esqr. (of this town) died at Hingham, July 18th. 1814.
 — Aged 28 years.
 Miss Abigail Clap died Augt. 1814.
 Mary, wife of Col. John Bussey, died Septr. 3rd. 1814. Aged 54 years.
 Mrs Morgan died Septr. 1814.
 Mary the, daughter of Mr John White died Septr. 1814.
 Ann the, daughter of Daniel Withington died 1814. Aged
 years.
 Miss Lydia Tileston died 1814. aged years.
 Mrs. Clap, wife of Samuel Clap ters. died Novr. 1814 — Aged
 years.

1815.

Mr. Stephen Hall died 1815. Aged years.
 Capt. Oliver Billings died March 1815. Aged 81 years.
 Shepard Cary died May 7th. 1815 Aged 31 years.
 Col Samuel Pierce Died June 4th. 1815 — Aged 76 years.

Widow Hannah Talbutt Died June 26th. 1815 59
 Miss Mitty Fowler Died June 29th. 1815 16
 Stephen Badlam Esq. Died August 25th. 1815 64
 Zeruah Davenport the wife of Ephraim Davenport Died Sept. 12th. 1815.
 Dr. Pronks Child Died in this Town Sept 14th. 1815 Aged 13 Mo.
 Jabez Capen Died Sept 14th. 1815 35
 Jabez Wilson Child Died Septr. 27th. 1815 6
 Samuel Munroe Died Sept 29th 76
 Judith Lyon Died Octor. 19th. 56
 Susanna Holden the wife of Wm. Holden Died October 25th. 1815 74
 Elizabeth Scaver Died Novr. 4th. 98
 Joseph Phinney Died Novr. 7th. 36
 Mary Ann Briggs Died Decr. 3d. 37
 Ebenezer Atherton Died Decr. 11th. 75
 Mehitabel Shepherd Died Decr. 15th. 25
 John Bird Died Novr. 30th. 17
 Timothy Mahoneys Child Died 1815 2 Mo.

1816.

Eliza White Died Jan 2d 1816 21
 Mary Davenport the Widow of Ebenezer Davenport Died Jany 18th. 78
 Nabby Carys Child Died Jany. 9th. 11 Mo.
 Betsey Lamb Died Feb 4th. 38
 Sophia the Child of Henry & Sophia Bacon Died Feby 11th. 4 Mo.
 Mrs. Sollis Child Died Feby 21st. 1816.
 Kilton the wife of Rufus Kilton Died Feby 25th. 1816 40
 Jane Holman the Daughter of Shepherd & Nabby Cary Died Jany. 5th. 1816.
 Eunice daughter of Dean. Ebenezer and Eunice Clap died Sept 2d. 1816 —
 Ann daughter of Elijah and Sarah Withington May 19th. 1816.

1817.*

Widow Abigail Capen Died March 19th.
 Mrs. Bradburn Died Feb 21st. 40
 Mrs. Barton Died March 16th. 45
 Mrs. Jackson Died March 16th. 28
 Mr. Phillips wife March 14th. 50
 Robert Small Died 30
 Abigail Daniels Died April 4th. 90
 Lilly Pierce Apl. 6th. 1817. 45
 David Johnsons Child Apl. 12. 1
 Elijah Jones Died April 23d. 23
 Mr. Bayley Died May 15th. 42
 Elijah Withington Child May 21st. 2
 John Minott Child May 22d. 4
 Widow Cole Died May 23d. 70
 Mr. Crehores Daughter Died 8
 Isaac Cranes Son 1817 10
 Mrs. Stutson Died June 7th. 38
 Joseph Blakes Child June 24
 Mrs. Baker Died July 27th. 78
 Abigail Leeds Died July 16th. 73
 Samuel Howard Child Aug. 14th. 3
 Dea. Ebenr. Claps Child Sept 3d. 5 D
 Mary Glover the wife of Capt. Stephen Glover Sept 21 24

* It is probable that some of the following deaths belong in 1816, but the record is as printed.

Nathl. Jordan Son Died Octr. 3d. 22
 Mrs. Withington Died Octr. 12 34
 Nancy Wilson Died Octr. 22d. 35
 John Withington Child Decr. 1 16 Mo.
 Mrs. Hammond Died Decr. 16 28
 John Seavens Child Died Decr. 7 — 1817.
 Hannah Hichborn the wife of Benj. Hichborn Esq. Died Decr.
 28th. 72
 Widow Mellish the wife of Samuel Mellish Died Janr. 10th. 1817 82
 Elizabeth Fairn Died Jan 21st. 85
 Maria Bird Died Jan 20th. 38
 Jonathan Bridgham Child Died Jan 17th.
 Timothy Phillips Child Died Jan 20th. 1817.
 Enoch Glover Died Feb 13th. 1817. 54
 Spencer Walker Died Feb 25th.
 John Withington Died Feb 27th. 42
 Brought into Town for interment 1817
 Elizabeth White from Boston
 Betsey Lamb South Boston
 Mahoneys Child
 Mrs. Soles — Do.
 Job Southernns — Do.
 James Whittemore
 a Child from Garrett Murphys
 John Clap
 Widow Ann Crane
 Mary Hall
 Mrs. Jeffries Mr. Fillebrowns Child
 Saml. Vose the Son of Wm. Vose Drowned Aged 17
 Richard Claps Child Died March 6th 15 Mo.
 John Fillebrown's Child Died March 23d :
 Joel Bird Died May 3d : Aged 17
 Joseph Marshall Child — May 3d.
 Samuel Richards Died May 9th Aged 52
 Benjamin Bird Died May Aged 40
 Elisha Tobey was Drowned May 28th.
 Abigall Kilton Child Died June 12th.
 Mr. Gardner a Black Man Died June 24th
 Mr. Payson Died July 4th 1817 Aged 56
 Katy Vose the wife of Wm. Vose Died July 5th. Aged 46.
 Dr. Thomas Danforth Died July 13th. Aged 43
 Larence Downes Child Died July 19th. 6 Mo.
 John W. Munrow Son Died July 29th. Aged 7
 John Marshall Died Augt. 10th. Aged 61
 Capt Nehemiah W. Skillings Child Died Augt. 15th.
 Jane L. Inglee the Daughter of Capt Moses Inglee Died Augt. 19th
 Aged 18.
 John Merrifield Died Augt. 25th. Aged 48
 Nancy Cunningham McNeal Died Augt. 27th.
 Dr. Eleazar Clap Died Augt. 28th. Aged 31.
 Abraham Birds Son Died Augt. 29th
 Mary Clap Died Sept 2d. Aged 56
 Mordica Blackwell Died Sept 8th Aged 64.
 Ann Payson Died Sept 13th Aged 77
 Saml. Clap 3d : Child Died Sept 14 15 Mo.
 Ellen Mann Died Sept 16th Aged 39
 Samuel Bird Died Sept 20th Aged 84
 Elisha Herrington Child Died Sept 27th.
 A Nurse Child Died at Mrs. Whites Sept 30th.
 Abijah White Died Octr. 6th. Aged 70

Martin Bicker Died Octor. 7th. Aged 71
 Thomas Jones Died Sept 11th 1817
 Hatch Pierces Child Died Novr. 3d.
 Thomas Clarke Child Died Novr. 4th.
 John Parks Child Died Novr. 6th.
 Benjn. Lyons Child Died Novr. 12th.
 Ebenr. Davenport Died Novr. 23d. Aged 47
 George Andrews Child Died Novr. 26th.
 Alphy Pettegrove Died Decr. 3d. Aged 22
 Dr. Harris Child Decr. 7th. Aged 4
 Andrew Oliver Died Decr. 10th. Aged 71
 Lewis Holmes Child Died Decr. 12th. Aged 1
 Ezekiel Bird Died Decr. 21st 1817 Aged 78

1818.

Susan Ann Daughter of Samuel Fowler Aged 3 years Died June 11th. 1818.

Samuel Fowler Died July 25th. Aged 29
 A Child of Charles Park Died Sept 2d. 1818 Aged 4
 Wm. Walker Junr. Died Sept 15th. 1818 Aged 35
 A Child of Asa Jilson Died Octor. 1st. 1818 14 Mo
 Ezra Tileston Died October 15th. 1818 Aged 25
 Bulah Holden Died Jany. 16th. A 14
 Mary Robinson Died Jany 21st. Aged 51
 Mary Withington Died Jan 22d. Aged 97
 Elizabeth Goodin Died Feb 10th.
 Capt Jesse Inglee Died Feb. 21st. Aged 41
 Dea Edward Pierce Died Feb 22d Aged 83
 Waldo Field Died Octor. 17th.
 Infant of Hitty Wittemore March 1st. 1818
 William Bowman Esq. Died March 22d. Aged 73
 Lois Wiswell Died — 23d Aged 87
 Benjamin Lewis Died April 20th. Aged 24
 Jane Bird Died — 22d Aged 58
 Mary Skinner Died May 5th. Aged 38
 Capt Skillings Child — 20th. Aged 6
 Lydia Baker Died — 24th Aged 71
 John Eaton Died June 18th Aged 33
 George Andrews Died June 16th Aged 29
 Mr — Jones from poor house — 25th. Aged 55
 Unice Bradshaw Died July 12th Aged 21
 Mary Thayer wife of Arodi Thayer — 13th. Aged 74
 Ruth Bird Died — 25th. Aged 80
 Betsey Wales Died Augt. 10th Aged 39
 Aaron Bradshaw Child Died — 10 Aged 1½
 Elizabeth Tileston Died — 12th Aged 86
 John Baker Died — 14 Aged 72
 Joshua Howe Died — 15
 Jonathan Bridgham Child Aged 8 Mo
 Robert Stetsons Child Died Sept 11th.
 Nichols Fords Child Died Sept 18th 3 Mo.
 Thos. Phellens Child — Octr. 17 11 D
 George Son of John Pierce Jr. — 18th. Aged 10
 Hon John Howe Died — 22d Aged 77
 Mary Andrews Do. — 25th. Aged 59
 Daniel Lord Child Dead born Octr. 30
 Samuel Topliff Child — Novr. 4 Aged 1½
 Halls Child Died — 10 Aged 1½
 Dr. Phinehas Holden Died — 27 Aged 75

1819.

William Searls Died Jany 3d. 1819 Aged 51
 Elizabeth Robinson Died — 12th. Aged 59
 Ebenr. Wales Died — 15th Aged 67
 Edward W. Baxter Died — 22d Aged 57
 Elizabeth Clap — Died — 25th. Aged 60
 Mary Leeds — Died Feb 26th Aged 90
 John Lewis Gougas — Died — 26 Aged 80
 George Pollocks Child Died — 27. 15 Day
 Samuel Baker — Died March 16 Aged 74
 Jane Blackman — Died — 28th. Aged 56
 Thankfull Holden wife of Dr. Holden — Died April 15th Aged 75
 Timothy Tileston — Died April. 22d. Aged 91
 Susannah Sims — Died May 5th Aged 42
 Bebe Bird the Widow of Jona Bird — Died May 8th.
 A Child of Widow Stones Died May 10th. Agd. 5 Mo.
 Samuel Russell Died in Boston May 18th.
 A Twin Child of Wid Stones Died — 31
 Mr. Brights Child Died July 6th 5 Mo.
 Samuel S. Barrett Died — 7th Aged 25
 William Riehards Died — 11th Aged 66
 Warren Blackman Died — 14th Aged 20
 Mary Darby — Died Sept 18th Aged 22
 Jesse Fowler — Died — 20th Aged 57
 John Fillebrown Child Died — 24th 18 Mo.
 Mary Vose — Died — 25th Aged 60
 Sally Callender at Roxbury Ocr. 2d. Aged 41
 Mary Dodds Child Died — 3d Aged 1
 Lucy Fowlers Child Died — 10th 8 Mo.
 Hannah Everett the widow of Moses Everett Esq Died Octr. 22d
 Aged 60
 Sally Mansfield — Died Octr. 25th Aged 26
 Nathaniel Topliff — Died Decr. 8th Aged 62
 Mary Gray — Died Novr. 6th Aged 23
 William Holden — Died Decr. 17th Aged 80
 Samuel Fowlers wife Died — 18th.
 Eleazer Bakers Child Died — 26th 2 week
 Joshua Plummers Child Dead born 29th
 Capt Leml. Clap Died — 30th Aged 85

1820.

Franeis Wiswell Walker Died Jan 12th Aged 22
 Thomas Payson Died — 20th Aged 20
 Anna Topliff wife of Saml. Topliff Died 27 Aged 40
 Nathl. Leeds, Died Feb 13th Aged 41
 Abigail Bishop Died 16th Aged 90
 Samuel Thompson Child 14th 18 Mo
 Bethiah Russell Died Feb 15th. Aged 15
 Mrs. Algers Child Died Jany 6th.
 Mrs. Martha Pope Died Jany 31st. Aged 65
 Elizabeth Blackman Died March 28. Aged 64
 Mrs. — Ayers Died May 8th. Aged 18
 Charles Fords Child Died May 23d 16 Mo
 Capt. Saml. B. Lyon Died May 25th Aged 62
 Wm. Bevan Child Died June 5th.
 Capt. Pearson Eaton Died July 18th Aged 66
 A Child at John Pierces Aug 12th
 Thos. J. Tolman Child Died Sept 21
 Ruth Tower Died October 11th. Aged 63

Hannah Sims Died October 19th. Aged 55
 Mrs. — Haden Died October 26 Aged 64
 Margaret Winslow Died Novr. 17th Aged 87
 Timothy Phillips Child Died Novr. 14
 James Baker Died Decem 12th Aged 52
 Ebenr. D. Tileston Child Died Decr. 16 Aged 2
 Harriott Sheaf Died Jany 25th. Aged 17
 Ann Tolman Died Jan 26 Aged 45
 David Spear Died Feb 19 Aged 57
 John Lemist Son Died April 16 Aged 17
 Abigail Kent Died May 13th. Aged 82
 A Man Drowned May 14th.
 Capt Henry Cox Child Died May 20th. Aged 2
 Wm. Henly Child Died May 27th. Aged 6
 Christopher Smith Died May 24 Aged 50
 Jonathan Tilden Died June 2d Aged 5
 Wm. Swan Child Died June 6th Aged 16 Mo.
 Speneer Johnson wife Died July 7th. 1820 Aged 24
 Noah Withington Died July 17 — 1820 Aged 47
 Lott White Died Augt. 17 — 1820 Aged 82
 Thomas Houghton wife Died Augt. 1st. 1820 Aged 22
 John Seavens Died Augt. 10th. 1820 Aged 33
 John Tolman Died Augt. 10th. 1820 Aged 82.
 Thomas Young Died Augt. 20 — 1820 Aged 52
 Ruth Engles Died Augt. 26 — 1820 Aged 26
 James Spurr Died Septr. 10th. 1820 Aged 55
 John Mears Child Died Augt 31 — 1820 Aged 6 Mo.
 William Wileox Died Septr. 16 — 1820 Aged 39
 Wm. Hendley Child Died July 16 — 1820 Aged 2
 Moses Billings Died Augt. 16th. — 1820
 Thomas J. Tolman Child Died Sept 21st. 1820
 Mr. Savage Child Died Sept 22d. — 1820
 Thomas Pierce Died October 6th — 1820
 Silas Chase Died October 31st. — 1820 Aged 31
 Robert Wilder Child Died Novem 2d. 1820 Aged 4 Mo.
 Elizabeth the Daughter of Thos. J. Tolman Died November 26th. 1820
 Aged 5½
 Benjamin F. Baxter hanged himself Decr. 14th. 1820 Aged 21
 William Fox hanged himself Decr. 24th. 1820 Aged 39
 Mr. — Bowen Daughter Died Decr. — 1820
 Alexander Pierce Died 1820

1821.

Mr. Robert Wilder Child Died January 9th 1821 Aged 9 Months
 Mr. Reeds Child Died Jany 14th. 1821 Aged 9 Months
 Miss Mary Ann Pierce Died Feby 8th. 1821 Aged 22
 Mr. Seth Morton Died Feby 27th. 1821
 Mr. Timothy Field Junr. Died May 29th. 1821 Aged 35 —
 Miss Hannah Pierce Died June 25th. 1821 Aged 73 —
 Miss Maria Tolman Died July 10th. 1821 Aged 19 —
 Mrs. Sarah Bacon wife of Capt Jacob Baeon Died July 31st. 1821 Aged 31 —
 Mr. Wild Aged 55 August 1st. 1821
 Miss Deborah Temple Died August 10th. 1821 Aged 20 —
 Mr. Samuel Biekford Died August 11th 1821 Aged —
 Mrs. Mary Withington Died Sept 4th. 1821 Aged 69
 A Child of Mr. Joshua Johnson Died Sept 6th. 1821 Aged 21 Mths.
 Mr. Samuel Adams Died Octr. 14th. 1821 Aged 37.
 Mrs. Sarah Tolman Died Octr. 16th. 1821. Aged 80.
 Mr. David Johnson Died Oct 19th. 1821. — Aged 54.

Mr. Thomas Garvin Died Octr 24th. 1821 Aged 20.
 A Child of Capt Jacob Bacon Died Octr. 26th. 1821 Aged 9 Mth.
 A Child of Capt Jacob Bacon Died Oct 29th. 1821 Aged 3.
 Mr. Walter Bradford Died Novr. 10th. 1821 Aged 54
 Mrs. Webb Died Novr. 18th. 1821 — Aged 60.
 Miss Mary Spurr Died Novr. 22 Aged 19
 Mr. Seth Leonard Died Oct 30th 1821 Aged 40
 Mr. Joseph Adams Died Novr. 28th 1821 Aged 51.
 Mr. Oliver Warren Died April 1st. 1821 Aged 59
 Mr. Euclid Tileston Junr. Died April 21st. 1821 Aged 29
 Mr. Seth Leonard Died October 23d. 1821 Aged 40
 William Swans Daughter Died Jan. 3d. 1821 Aged 6
 Ann Louisa Bevan Died Jan 4th. 1821 Aged 30
 Nancy Morgan Died January 17th. 1821 Aged 71
 Mary Ann Pierce Died Feb 4th. 1821 Aged 24
 Thomas Withington Died Feb 11th. 1821 Aged 88
 Charles King Died March 4th. 1821 Aged 67
 Susannah Hancock Died March 17th. 1821 Aged 33
 Josiah Davenport Died March 28th. 1821 Aged 71
 Polly Emerson Child Dead Born April 1st. 1821.
 Eliza Simmons Died April 3d. 1821 — Aged 20
 Capt Isaac G. Pearson Died April 18th 1821 Aged 74.
 Mrs. Lydia Houghton Died May 8th 1821 Aged 80
 Mrs. Humphrey Widow of William Humplrey Died May 16th. 1821
 Aged 65
 Mr. Spear Died June 26th. 1821 Aged 52
 Mr. John Dillaway Died July 6th. 1821 Aged 31
 Mrs. Lydia Bird wife of Bird Died July 25th. 1821 Aged 33
 Mr. Thomas Vose Child Died July 31st. 1821 Aged 1
 Mr. James Stoddard Child Died Augt. 2d. Aged 19 Months
 Mr. Alexander Glover Died Augt 2d. 1821 Aged 60.
 Mr. Hatch Pierce Died Augt. 11th. 1821 Aged 32 Years.
 Mr. Francis Everett Child Died August 15th. 1821 Aged 1 M
 Mrs. Charlottee Mallon Died Augt 24th 1821 Aged 37
 Capt Thomas Munroe Died Augt. 29th. 1821 Aged 44 Cut his throat at
 Mr. J. F. Pierces.
 Mrs. Sarah Trumbell wife of Mr. Walter Trumbell Died Septr. 26th.
 1821. Aged 41.
 Mr. Ebenezer D. Tileston Child Dead born Octr. 4th. 1821.
 Mr. William Ellis Died Octr. 20th. 1821 Aged 24.
 Mr Merrill Buttler Died Novr. 16th. 1821 Aged 39.
 Mr. Richard Clap Daughter Died Novr. 26th. 1821 Aged. 10
 Mr. Charles Glover Son of Mr. Alexander Glover Died Deecr. 14th. 1821
 Aged 19

1822.

Mrs. Elizabeth Fudgers Died Jany 22th 1822 Aged 53
 Mr. Charles Pope Died Feby 10th. 1822 Aged 21
 Mrs. Mary Bird Died April 9th. 1822 Aged 91
 Mr. Garret Murphy Died April 14th 1822 Aged 48.
 Mrs. Susan Graham Died Jany 9th. 1822 Aged 55
 Mr. Elisha Kilton Died January 9th. 1822 Aged —
 Mrs. Elizabeth Tileston wife of Capt Thomas Tileston Died Jany 10th.
 1822 Aged 53
 Widow Mary Taylor Died Jany 10th 1822 Aged 99
 Mr. Benjamin Ward Child Died Jany 19th. 1822 —
 Mr. Ebenezer Kilton Died July 7th 1822 Aged 33
 Mrs. Mary Harrison Died July 29th. 1822 Aged 30
 Miss Rachel Pope Died August 12th. 1822 Aged 17
 A Child of Samuel Thompson Died August 16th. Aged 6 Months.

A Child of Timothy Blackman Died August 20th. 1822 Aged 2.
 A Child of Mr. Conney's Died August 20th. 1822.
 A Blackwoman Drowned September 2d. 1822 Aged 18
 Mrs. Mary Bray Died September 5th 1822 Aged 73
 Mr. Lemuel Payson Died September 20th. 1822 Aged 46.
 Mrs. Elizabeth Connery September 24th. 1822 Aged 33
 Miss Rhoda Crane Died October 1st. 1822 Aged 58
 Mr. Moses Clap Died October 5th. 1822 Aged 27
 A Child of Mr. Bernard Died October 15th. 1822. Aged 15 M
 A Child of Mason Pierce Died October 22d. 1822 Aged 5 Months.
 A Child of William Holmes Died October 22d. 1822 Aged 3.
 A Child of Samuel Knox Died November 10th. 1822 Aged 17 Months.
 A Child of Joseph Howe Died November 15th. 1822 Aged 15 M
 Miss Jane Williams Died Novr. 24th. 1822 Aged 75
 Mrs. A. G. Vose Died December 28th 1822 Aged 51
 Capt Abraham Pierce December 31st. 1822 Aged 54
 Widow Mary Taylor Died January 11th. 1822 Aged 88
 Mrs. Mary Mansfield Aged 87 — January 30th. 1822
 Mrs. Lydia Crane Died February 21st. 1822 Aged 67
 Mr. John Healy Died April 7th. 1822 Aged 35
 Miss Abigail Briggs Died April 15th. 1822 Aged 25
 A Child of Charles Howe Died April 17th. 1822 Aged 10 days.
 Deacon Samuel Withington Died April 29th. 1822 Aged 74.
 A Child of Benjamin Vineent Died May 20th. 1822 Aged 2 weeks.
 A Child of Mr. Small Died May 31st. 1822
 Mr. Eliphalet Foster Died June 11th. 1822 Aged 48
 Mr. Nathan Bowen Died June 21st. 1822 Aged 18
 A Child of Henry Gray Died July 1822 Aged 2 days.
 Mr. William Mansfield Died August 13th. 1822 Aged 27
 Mr. John Boies Esqr. Died August 29th. 1822 — Aged 73
 A Child of Mr. Nightingale Died September 7th. 1822 Aged 1
 A Child of Widow Chase Died September 1822 Aged 2
 Mrs. Mary Hall Died September 30th. 1822 Aged 79.
 Mr. Andrew Jones Died September 20th. 1822 Aged 42
 Miss Susan M. Tileston Died October 5th. 1822 Aged 16.
 A Child of William Leeds Died October 18th 1822 Aged 11 M.
 Miss Hannah Lewis Died October 29th. 1822 Aged 31
 Capt Thomas Williams Died November 20th. 1822 Aged 65
 John Tolman the son Leml. Tolman Died December 8th. 1822 Aged 11.
 A Child of Mr. Shephard Died December 27th. 1822 Aged 3 Months.
 Lucy N Nixon the Daughter of Aron Nixon Died December 31st. 1822
 — 8

1823.

Drusilla Champney Died January 21st. 1823 Aged 25.
 Samuel Clap Died January 26th. 1823 Aged 78
 Major Edward Robinson Died February 13th. Aged 64
 Mrs. Adelaide Clap wife of George Clap Died February 25th. 1823
 Aged 25
 Mrs. Luey Searle Died March 16th. 1823 Aged 68.
 Mr. Manasseh Crawford Died March 16th. 1823 Aged 45
 Mr. Elijah White Died April 15th 1823 Aged 39 —
 Mrs. Rebekah Harrington Died April 1 th. 1823 Aged 35
 Mr. Leonard Howe daughter Died May 30th. 1823 Aged 7.
 Mrs. Rebekah Clap Died June 4th 1823 Aged 84.
 Mr. Josiah Vose Died June 8th 1823 Aged 82.
 Mr. Ebenezer Kilton Died June 18th. 1823 Aged 61
 Mr. Jacob Beales Child Died July 7th 1823 Aged 2 Months.
 Mrs. Bethiah Munro Died July 25th 1823 Aged 71.

Mr. Rufus Kilton Died July 30th 1823 Aged 53 Years.
 Mr. Josiah Seavens Died August 22d. 1823 Aged 83
 Mr. Mark Pickard Died September 25th. 1823 Aged 73
 Mr. Joseph Tuttle Child Died October 1st. 1823 Aged 20 Months.
 Mr. Nathaniel Clap Died October 15th. 1823 Aged 79.
 Mr. Leonard Stoddard Died October 21st. 1823 Aged 21.
 Mr. Ezekiel Clap Died November 8th. 1823 Aged 68
 Mr. Balls Child Died November 12th. 1823 Aged 1 week.
 Mr. William Randall Died November 16th. 1823 Aged 23
 Mr. Lemuel Collyer Died November 21st. 1823 Aged 33
 Mr. Daniel Boynton Died Aged 27
 Mrs. Mary Wilson Died March 4th 1823 in the Second Parish Aged 82
 Mr. Galen Edson infant Child Died March 15th. Aged 2 days.
 Mrs. Molly Richards Died March 25th. 1823 Aged 53.
 Mr. Samuel Dyer Clap Died March 29th. 1823 Aged 43.
 Mr. Charles J. Adams Infant Died April 22d. 1823 Aged 12 Hours
 Miss Sarah Elizabeth Sharp Died June 10th. 1823 Aged 16
 Miss Louisa Foster Died July 21st. 1823 Aged 16 Months
 Miss Elizabeth Topliff Bradshaw Died August 1st. 1823 Aged 1.
 Sarah Withington Vose the daughter of William Vose Died September
 1st. 10 months.
 Mrs. Hannah Lee Died September 16th. 1823 Aged 47.
 Miss Rebekah Bowen Died September 20th. 1823.
 Mr. Joseph Clap Died September 20th. 1823 Aged 72.
 Miss Fanny T Clap Died September 23d. 1823 Aged 20.
 Mr. William Johnson child Died October 15th. 1823.
 Miss Lydia McElroy Died October 29th. 1823 Aged 15
 Mr. Aaron Bradshaw Died November 5th. 1823 Aged 35
 Miss Hannah Billing Died November 7th. 1823 Aged 55
 Mr. Ichabod Holbrook Aged 50
 Mr. William Beckwith November 23d. 1823 Aged 40.
 A Child of Peter Blake Died December 18th. 1823 — 18 Months.
 Mr. Amos Hearsey Died September 22d. 1823 Aged 52
 Mr. Samuel Vose Died October 10th. 1823 Aged 68
 Mr. Cyrus Battells child Died October 24th. 1823 14 months.

1824.

Mr. Thomas Cox Died January 21st. 1824 Aged 20.
 Capt Henry Cox Died February 1st. 1824 Aged 56.
 Capt. Seth Briggs Died at New Orleans May 28th. 1824
 A Child of Capt. Jarvis Fenno Died September 1st. 1824. 6 months.
 Mrs. Howe wife of Stephen Howe Died November 22d. 1824 Aged 29.
 Mrs. Mary Hunt Died August 1824 Aged 73.
 Mrs. Zebiah Glover Died September Aged 80.
 Thomas the son of William F. Williams and Sarah his wife Died April
 27th 1824.
 Charles M. Hollingsworth the son of Mark Hollingsworth Died June
 12th. 1824.
 Robert Randall Died January 13th. 1824.
 Timothy Blackmans Child Died January 25th. 1824 Aged 4 Months.
 George Washington Badlam Died January 27th. 1824 Aged 47.
 Mrs. Hannah Granger Died February 11th. 1824 Aged 44.
 Mrs. Relief Howe Died February 19th. 1824 Aged 61.
 Mrs. Sarah McFadden Died March 1st. 1824 A 74
 Andrew B. Foster Died March 7th. 1824 Aged 35
 James Marshall Died March 14th. 1824 Aged 25
 Samuel Bird Died April 14th. 1824 Aged 65
 Mrs. Elizabeth Humphrey Died May 3d 1824 Aged 38
 Mrs. Sarah Williams May 28th 1824 Aged 25
 Mrs. Nancy Jordan Died June 2d 1824 A 43

Capt P. M. Reed Child Died June 7th. 1824 Aged 10 days.
 William Humphrey Child Died June 18th. 1824 Aged 5 Months.
 John Mellish Died June 20th 1824 Aged 65.
 Thomas Robinson Died June 26th. 1824 Aged 75.
 Timothy Phillips Died June 30th. 1824 Aged 44
 Miss Mary B. Beals Died July 4th. 1824. Aged 29.
 Mrs. Stimson Died July 11th. 1824 Aged 65
 James Davenport Died July 17th. 1824 Aged 65
 John Leeds Died July 22d 1824 Aged 86.
 James White Esqr. Died July 30th. 1824 Aged 69
 Master Seth Briggs August 2d 1824 Aged
 Eliphalet Thayer Child August 12th. 1824
 Ezra Clap Died August 19th. 1824 A 79
 Stephen Clap Child Died August 28th. 1824 A 9
 Miss Elizabeth Blanchard Died September 3d. 1824 A 55
 Mrs. Field Child Died September 6th. 1824 Aged 20 Months.
 William Tolman son William Died September 6th. 1824.
 Mrs. Polly Balkum Died September 9th. 1824 A 42.
 Ephraim Davenport Daughter Died September 11th. 1824 Aged 16.
 Mrs. Elizabeth Walker September 16th. 1824 Aged 73.
 John Rogers Child Died September 25th. 1824 A 9 M.
 Capt Elisha Harrington Son Died September 26th. 1824 Aged 9 M.
 George Sawyers Child Died September 21st. 1824 Aged 9 weeks.
 A Child from Mr. Kiltens Died September 23d. 1824 Aged 3 months.
 James Blackman Died October 3d. 1824 Aged 48.
 Gershom Cobb Died October 3d. 1824 Aged 44
 Capt Harris son Hiram W. Died October 23d. 1824 Aged 4.
 Samuel Merrifield Died October 30th. 1824 Aged 80.
 Miss Ruth Billings Died October 30th. 1824 Aged 49.
 Stephen Howe Child Died Daughter October 1824.
 Thomas T Robinson Died November 5th. 1824 Aged 62.
 Jonathan Capen Died November 6th. 1824 Aged 51
 Aaron Bradshaw son Died November 12th. 1824 Aged 3
 Gerry S. G. Richards Died November 12th. 1824 Aged 15
 John Maxfield Died November 20th 1824 Aged 84.
 Thomas Bird Died November 6th. 1824 Aged 67.
 Tisby Eddy Died November 24th. 1824 Aged 20
 William Swan son Died November 25th. 1824 Aged 3.
 Master John Mellish Died November 26th. 1824 A 15
 Ephraim Howard December 6th. Died in Boston brought to Dorchester
 50
 Mrs. Clarisa Leeds Died December 7th. 1824 Aged 26.
 Charles J Adams Child Died December 19th. 1824 4 weeks.
 Lewis Leach child Died December 23d. 1824 14 months
 Capt Summer Child Died 1824
 William Trescott Died December 17th. 1824.
 Benjamin W. Child son Charles Died December 26th. 1824 14
 months.
 Mr. Levi Stoddard Died May 29th. 1824 — A 38.

1825.

Dr. James Baker Died January 5th. 1825 Aged 85
 Ebenezer Maxfield Died January 1st. 1825 Aged 82
 Mr. Fowler Child Died January 2d. 1825 Aged 22 Months.
 Lewis Hearsey Child Died January 11th. 1825 4 Months.
 John Bicknell Child Died January 16th. 1825 4 weeks
 Miss Abigail Foster Died January 20th. 1825 Aged 81.
 Phinehas Withington Died January 25th. 1825 Aged 45
 Abigail Wheelwright Died January 28th. 1825 Aged 66.
 Griswell Dolbear Died February 7th. 1825 Aged 73.

Daniel Harding Child Died February 17th. 1825 — 2 weeks.
 Mrs. Elizabeth Summer Died February 10th. 1825 — 69.
 Samuel Champany Died February 14th. 1825 — 70
 Jesse Fowlers Daughter Died February 26th. 1825 — 15
 Infant child of William Jacobs Died 1 day.
 Mr. Lemuel Spurr Wilson Died Aged 24 March 11th. 1825.
 Mr. Thomas Davenport Died March 15th. 1825 — 55
 Miss Clarissa Jewett Died March 1825 Aged 17.
 Thomas Crehore son of Benjamin Vincent Died March 16th. 1825 —
 Ag 6
 Mr. James Kilton Died March 1825 Aged 40
 Maria Tileston daughter of John Tileston Died March 22d. 1825 —
 Aged 15 months
 Mr. Moses Woods Child Died April 1825 Aged 1 week
 Mr. Nason infant child Died.
 Mary daughter of Joshua Johnson 17 months April 15th. 1825
 George Washington son of Danl. Lord April 25th. 1825
 Mrs. Dickerman son aged 7 years
 Phebe Harding aged 83 April 28th. 1825
 William son of Capt Wm. Clap 16 May 2d. 1825
 Caroline daughter of George Jones 2 May 23d. 1825
 Infant child of John Dickerman
 John Howe Esqr. Aged 59 May 20th. 1825
 Child of Mr. Lincoln drowned May 29th. 1825
 Child of Elisha Kelton one day 1825
 Mr. Elisha Turner Aged 58 June 2d. 1825
 Mrs. Sarah Andrews 34 — June 9th. 1825
 Joel son of Joel Howe 18 months 1825
 Infant of Thomas J. Tolman one day 1825
 Amos son of Dean. Ebenr Clap 3½ June 16th 1825
 Mr. Reuben Blake 59 June 18th
 Rebekah wife of Rufus Davis 72.
 Lucy daughter of Joseph Blake 8
 Miss Abigail Trott Aged 84
 Mrs. Rebekah Baden Aged 87 July
 Mr. John Withington Aged 66 July 9th
 Miss Polly Andrews Aged 56 July 19
 John Bussey son of Capt J Bussey 2 month
 A daughter of Mr. Frost Aged 10 — 1825
 Mr. Jacob Edson Aged 38 July 14th
 Mr. Lewis Sumner Aged 24
 Daughter of Partrick Collins Aged 5
 Mrs. Joanna Cox wife of Thos. Cox Aged 34
 Child of Thomas Taylor
 Miss Morey Aged 19 years 1825
 Miss Rachel Blake 84 August 1825
 Mr. Adam Davenport Aged 81 — 13 1825
 Mrs. Hepzibah Swan Aged 69 — 14 1825
 John Flavel son of J. F. Pierce Aged 3 1825
 Son of Charles Howe 19 months 1825
 Mary Rebekah daut. of N. Ford Aged 27 1825
 Child of Joseph R Blake 1825
 Mr. Joseph Pierce Aged 60 1825
 Infant of Jesse Houghton 1825
 Nancy daughter of Joseph R Blake 14 1825
 Miss Catharine M. Withington Aged 68 Sept 1825
 Mary Glover Pierce daut. of D. Pierce 13 1825
 Daughter of Daniel Talbot Aged 3 1825
 Mrs. Champany Aged 89 Sept. 14 1825
 Mr. David Wetherbee Aged 43 1825

Mr. Stephen Hearsey Aged 61 September 14 1825
Philips Payson son of Dr. Mullikan 16 months 1825
Abraham Noyes son 8 months Sept 20 1825
Charles the son of Joseph R. Blake 1825
Mr. William Vose Aged 68 Sept 21 1825
Sarah wife of Charles Seavens Aged 39 — 23 1825
Otis son of Otis Shephard Aged 1 — 27 1825
Widow Hannah Glover Aged 81 — 28 1825
Mr. Elijah Kelton Aged 63 1825
Albert son of Joseph Foster Aged 20 1825
Catharine daughter of Joseph Howe Aged 9. Oct. 1.
Child of Stephen Hall 2 days 1825
Capt John Roberts 1825
Child of Mary Frost 18 months 1825
Mr. Pierce Bergen Aged 38 1825
Child from Mrs. Murphy's Aged 3' 1825
Child of Hannah McIntire Aged 3 1825
Frances A. Loring Aged 3 1825
Mrs. Dickerman Aged 46 1825
Daughter of Mr. Murphy 10 months 1825
Mrs. Hannah Beales Aged 55 Novr. 3d. 1825
Miss Daggett Aged 17 1825
John son of Mr. Penniman 7 months Nov. 20th. 1825
Susanna daughter of Mr. Penniman 2 years — 23d. 1825
Child of Edward Collier 3 years Novr. 1825
Mr. Nathaniel Daniels Aged 64 1825
Mr. Thomas Bussey Aged 40 1825
Mr. William B. Wiswall Aged 33 Nov. 30th. 1825
Mr. John Munro Aged 58 1825
Mr. Samuel White Aged 20 Decr 11th. 1825
Infant of Spencer Johnson 14th 1825
John Gardner Esq. Aged 56 1825
Mrs. Capen Aged 53 Dec. 17 1825
Child of William Leeds 2 years 4 months 1825
Mr. Franks Aged 22 1825

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REPORT OF HEARING
BEFORE THE
COMMITTEE ON KEARSARGE BURYING-
GROUND,
ON THE PROPOSITION TO TAKE SAID BURYING-GROUND
FOR SCHOOL PURPOSES.

OFFICE OF THE CLERK OF COMMITTEES,
CITY OF BOSTON, CITY HALL, June 12, 1890.

To the Honorable the City Council:—

GENTLEMEN,—I have deemed it proper to call your attention to the fact that the city printers have on hand certain printed evidence regarding the Kearsarge Burying-Ground, which should, I think, become a matter of public record upon the files of city documents. This evidence was taken in the year 1887, before a special committee of the City Council appointed to consider the proposition of taking the said burying-ground for school or other public purposes; it was printed as an appendix to the anticipated report of the committee, which, for various reasons, was not made; and in consequence this evidence has never been presented to the City Council.

As the subject has recently been considered and acted upon, I would respectfully recommend that the printed matter referred to be properly prepared as a city document, and placed upon the files of the present year.

Respectfully submitted,

JAMES L. HILLARD,

Clerk of Committees.

CITY OF BOSTON,
IN BOARD OF ALDERMEN, June 23, 1890.

Ordered, That the communication from the Clerk of Committees, and the printed matter on the subject of the Kearsarge Burying-Ground, referred to in said communication, be published together as a public document, the expense thereof to be charged to the appropriation for printing.

Passed. Sent down for concurrence.

June 26, came up concurred.

Approved by the Mayor, June 27, 1890.

A true copy.

Attest :

JOHN T. PRIEST,
Asst. City Clerk.

APPENDIX A.

HEARING BEFORE THE JOINT COMMITTEE ON KEARSARGE BURIAL-GROUND ON THE PROPOSITION TO TAKE THE KEARSARGE BURIAL-GROUND IN ROXBURY FOR SCHOOL PURPOSES.

CITY HALL, May 4, 1887.

Present, Councilmen WHITMORE, THAYER, of the committee; Alderman N. G. SMITH, chairman, presiding.

Mr. HENRY W. PUTNAM appeared for the petitioners; Mr. GEORGE A. DARY for the remonstrants. Corporation counsel NETTLETON was also present.

The chairman read the petition of the Trustees of the Roxbury Latin School for the use of the whole or a part of the burial-ground for school purposes, the trustees agreeing to bear the expense of the removal of the remains and interment elsewhere.

Mr. WHITMORE.—Mr. Chairman, before we go any further, I would say that it has been intimated to me that some, at least, of the remonstrants take the ground that the city of Boston has no power to dispose of that land, owing to the way in which it was originally obtained. If that be so, I suggest that we had better have that question discussed first. If the city cannot dispose of the land, it is useless for us to consider the propriety of it at this hearing. If, on the other hand, the title is clear and there is no dispute about it, I suppose Mr. Putnam will state the facts in his opening argument. I would, therefore, suggest that the question be put as to whether any of the petitioners have raised that question or propose to raise that question before this committee.

The CHAIRMAN.—Mr. Putnam and Mr. Dary are both here. Mr. Putnam is counsel for the school trustees, and he can open the case.

Mr. PUTNAM.—A word as to that, Mr. Chairman: I have no doubt the question of the power of the city in the premises will come up sooner or later, and of course if the committee wishes it to come up first it will do so. I was going to suggest that there are a number of ladies and gentlemen here present, who, if they want to object, of course would like to state their objections to the removal any way, irrespective questions. That being the case, I would suggest that it might be simpler, possibly, to reverse the order which Mr. Whitmore suggests, and give the parties who desire to remonstrate an opportunity to do so to-day, so that they

needn't be put to the trouble of coming here again. I would suggest that the matter might be discussed on one side and the other on its merits, irrespective of whether they have the power or not, and then of course the legal question as to the power of the city can afterwards be discussed by the Corporation Counsel.

Mr. WHITMORE. — Is Mr. Dary here?

Mr. DARY. — I am here, sir.

Mr. WHITMORE. — I would like to inquire whether you raise any serious question as to the power of the city of Boston to deal with this property, based solely on their legal title to the estate in hand, not under the general law, but taking into consideration the peculiar position in which it stands?

Mr. DARY. — I don't know that there is anything very much different in this title than there would be under any other circumstances; but I do think that no city or town has the right to change the use of any public burial-ground without the assent of every person who has any interest in it, — not only the owners of tombs, but the relatives of any person that is buried in the old burial-ground. I think that the power of changing the use is vested wholly in the legislature and not in the city.

Mr. WHITMORE. — That would be a different branch of the argument. What I want to know is whether there is any attempt to claim that the city of Roxbury or the city of Boston doesn't hold that land as a public burial-ground by clear title?

Mr. DARY. — I don't know that there will be. The title vested in the first religious society in Roxbury, and in my opinion it was merely a title giving custody and charge of the burial-ground, but giving those holding the title no such ownership that they could make any use of it; and by vote of the society the burial-ground was tendered to the city of Roxbury something like forty years ago. and the city or town of Roxbury passed a vote accepting it. Well, that is wholly informal, and it did not at the time carry any legal title; but I think it is possible that the city has acquired a perfect title by its long-continued possession — that is, a similar title to that which the first religious society held, as trustee or custodian of this burial-ground. But it is a rather nice legal question, in my mind, whether the local society could dispossess itself of this title, it having been given to it by its original charter.

The CHAIRMAN. — I suppose you consider the first religious society really the public, as they were taxed for the support of the church, were they not?

Mr. DARY. — I don't quite understand your question.

The CHAIRMAN. — Wouldn't you consider the first religious society as being really a portion of the public, they being taxed for the support of the church under the State law?

Mr. DARY. — I think they have an interest still in this burial-ground.

The CHAIRMAN. — At that time, by authority of the State, the public were taxed for the support of the church.

Mr. DARY. — I think the parish have an interest rather than the society; that is, the individual residents within the old limits of the first parish.

The CHAIRMAN. — Now, the committee would first like to hear Mr. Putnam, as he appears for the petitioners, and will be able to explain what the intent and meaning of the petition is?

Mr. PUTNAM. — You mean irrespective of the strictly legal aspect now, I suppose?

The CHAIRMAN. — Yes, sir.

Mr. PUTNAM. — Mr. Davis, the city surveyor, has very kindly prepared a plan which shows the whole lay of the land. [Producing plan.]

Mr. L. FOSTER MORSE. — I would state to the committee that I desired to appear here to remonstrate to-day, but I have a business engagement which requires my immediate departure. There are certain parties whom I represent who are opposed to having the burial-ground given up for school purposes, and I should desire on their behalf that the hearing might not close to-day, in order that I might have an opportunity at some future time to give my reasons for remonstrating to the committee. Of course, disturbing the remains of their ancestors is a serious matter to those parties who are interested; but to-day, unfortunately, I have a business engagement which requires my attention.

The CHAIRMAN. — The hearing will probably not close to-day, Mr. Morse.

Mr. PUTNAM [illustrating by the plan]. — The Roxbury Latin School is that building there on Kearsarge avenue, which leads from Warren street up to Winthrop street. The school-yard is up by that area.

The CHAIRMAN. — Will you please explain those colors to the committee?

Mr. PUTNAM. — I will. The Latin school-yard is this area here marked "Area 27,000 square feet," and that yellow building there is the Roxbury Latin-school building.

The CHAIRMAN. — Is that wood or brick?

Mr. PUTNAM. — It is a wooden building. These here, — the primary school and the Episcopal church, — are brick. This cemetery adjoins our school-yard, as you see, on two sides [illustrating]. We have here about 28,000 square feet of land. Our school occupies, as you see, the upper part of it and the remaining part of it is this play-ground, which even now is contracted for the exercise of the boys when they want to play. The school is composed of boys between the ages of twelve and eighteen, — they enter at about twelve, and graduate at about eighteen.

Mr. WHITMORE. — Is it a free school?

Mr. PUTNAM. — It is a free school. I will briefly state its history. It is an ancient endowed school, being established in 1613, and being the oldest free school in this part of the country except the Boston Latin, which is six or seven years older. It has retained its identity ever since, thereby differing from the Boston Latin school, which has of late years become a public school. In 1879 it was incorporated, and that corporation now exists, and we maintain the school on the income-fund which we have, which we have accumulated from that time by the sale of lands, and we still have some lands subject to long leases of thirty years,

which we cannot get the benefit of until those leases expire, and if we sell it will be at a sacrifice. To answer the question exactly, it is a free school for ancient Roxbury, which is now Roxbury and West Roxbury. It is a free school for Wards 21 and 23, and part of Ward 22.

Mr. WHITMORE. — Does it come under the school system of Boston?

Mr. PUTNAM. — No, sir.

Mr. WHITMORE. — And receives no subsidy from the city?

Mr. PUTNAM. — Not at all; never received a dollar. There was an act passed in 1879, still in effect, authorizing the city to give something to the school. I don't know how that came to be passed, but the school has never received anything from the city.

THE CHAIRMAN. — It is a free school for Roxbury.

Mr. PUTNAM. — It is a free school, practically, for that region, — Roxbury and West Roxbury, — and we take some boys from other parts of Boston, Malden, Newton, Dedham and other places. There are fifteen boys in the school who pay a tuition fee. The growth of the school has become such that we have a head-master, six teachers, and about 160 pupils, and the number is increasing, or will increase as fast as we can accommodate them. It is to meet this increase that we want more land, because we need our present land for the new buildings which we will build as soon as we can get additional land for a play-ground. If there was any building erected now it would have to be substantially in the centre of the play-ground, thereby shutting out the scholars from what little room they now have. But if we could obtain this additional land for a yard we could erect a building for various school purposes, including a gymnasium, probably, on what we would have left of our present land. We would probably have a hall for various exercises and a laboratory to meet the advanced physical instruction of the times. This seems so admirably adapted for the purposes of a play-ground and so well fitted in every way that we are very desirous to get it if it can be done with proper regard for the feelings and any legal rights there may be of the tomb-owners and the persons who have relatives buried there. This cemetery, to state the matter briefly, was established in 1818 by the first parish of Roxbury, which was the legal predecessor of what is now the first society in Roxbury. That land was bought by the first parish for the purposes of a cemetery. About nine years afterwards the first religious society was incorporated.

Mr. WHITMORE. — Was this done by any special act?

Mr. PUTNAM. — I think not, — was it, Mr. Dary?

Mr. DARY. — No.

Mr. PUTNAM. — Mr. Dary has looked it up, and if there is anything that I state wrongly he will correct me. It was simply bought — Dr. Bugbee then owned the land, in 1818, — and conveyed to the parish in 1818 by outright deed. It is an absolute, unqualified deed, and nothing is specified about it being used for cemetery purposes or otherwise. The first parish was incorporated as the first religious society in about 1829, — nine or ten years afterwards.

Mr. DARY. — 1825.

Mr. PUTNAM. — No new deed was passed, but simply by its incorporation as the successor of the parish the cemetery passed to this society. The cemetery really was never a success. I will state the facts as they appear from the old town and parish records. Within ten years after the parish took it they were anxious to get rid of it. There was always trouble between the parish and the town as to who should inter there, the town sometimes claiming the right to go in, and doing so frequently without even saying, "By your leave." So it went on until 1841, the parish trying twice during the period to get the town to take it at the cost of \$1,000, which was the original consideration. This the town didn't care to do. The parish was tired of it, and there was constant trouble without the cemetery being a success in the sense of people wanting to buy lots there or tombs. The parish, finding that the town — or as it was then, I think, in 1841, the city — of Roxbury, wouldn't —

The CHAIRMAN. — No lots were sold there?

Mr. PUTNAM. — I will explain that in a moment. The parish, finding that the city of Roxbury would not pay for it, finally gave it to the city as a gift, and the city passed a vote accepting it. They had been anxious to get rid of it for a long time, and, as Mr. Dary stated, the city accepted it, and since 1841 — now forty-six years — the cities of Roxbury and Boston in succession have had sole and exclusive management. Until 1848 — seven years later — there were occasionally interments there; but from 1847 or 1848 — whenever Forests Hills cemetery was established — interments entirely ceased, except that they might perhaps occasionally put in paupers or persons who had no relatives in the city. That was occasionally done, but it was very irregular, and there have been practically no burials since 1848, although there have been some tombs bought since then. Now, as the chairman has suggested, neither the parish, the society, the city of Roxbury, or the city of Boston, in their successive ownership of this cemetery, have ever sold any lots. There are no lots in the cemetery, and there is no private ownership except in the tombs and what attaches to the relatives and friends of persons buried there, and, I think, under the decision of the supreme court, it is settled that there is no legal right there. However, I will not go into that question now.

Mr. WHITMORE. — Do you know whether the burials, during the period that the city of Roxbury had it, were done under the direction of the city, as has been the case in other yards, and whether there was any regular fee charged?

Mr. PUTNAM. — I think likely that was the case, but I haven't looked at the records. In fact, in the Roxbury town records there is no record kept of graves, and I cannot find what the system was, — whether fees were received or not. I suppose that the old sexton, Mr. Seaver, who was there for the town and city of Roxbury for a good many years, could tell. He interred remains there and probably received a proper fee and accounted for it to the treasury. That is all I know about the matter. It was the regular town or

city burying-ground since 1841. As I say, there are no lots there at all, and therefore no ownership there at all in any part of the cemetery, except in the tombs, to which, no doubt, there is a legal title. But before coming to the tombs I would like to state briefly how these graves are placed.

Mr. WHITMORE. — I would make the suggestion, Mr. Chairman, that before the next meeting Mr. Apollonio be directed to examine the Roxbury records and see whether there was any by-law or ordinance of the city of Roxbury in regard to interments in their public yards, and if there was any regular fee charged. It was so in Boston, and we had that fact brought out in some of the hearings we had about the Granary Burial Ground, and I think we ought to know whether that is so or not.

The CHAIRMAN. — The Chair will state that he will have it done before the next meeting.

Mr. PUTNAM. — Now before I go on to speak of the tombs, I would like to speak of the graves as they exist at present. As a matter of fact, less than half of this cemetery is occupied, even sparsely, by graves. I will put a pencil-mark there [illustrating] showing you as nearly accurately as I can about how it is. This part of it there [illustrating] from the centre outward, is occupied very sparsely and scatteringly with graves. But all this part [illustrating], which is more than half of the cemetery in area, is unoccupied, except by perhaps one or two graves. That is, there are no stones; there may possibly be graves there, but I doubt it. So that we have the case of a burial-ground, of which the space has never been more than half occupied, or even half occupied, and even then the space, you might say, is so sparsely occupied that if the graves were properly grouped there, they would take up less than half the room they now occupy. So there is a great waste of good space there, which, if it can be properly availed of, with proper regard for people's rights and feelings, would be just the place that is needed for our school. If we cannot get the whole of it, of course we will try to get a part of it. Another thing: this cemetery has never been taken care of at all and has been an eyesore ever since I can remember, and ever since older persons than myself can remember. There has been no care taken of it, and the individual graves and stones are in a dilapidated and shameful state, and the appearance is demoralizing as well as ugly to the sight. I shouldn't think that such a place as that should exist if some better way can be found of utilizing the land. As a matter of fact, in spite of all the precautions that have been taken at the school, the cemetery has of late years been more or less intruded on by boys playing there. I don't think any of our school-boys have done so of late years, because the rules are strict on that point and they haven't cared to go over there; but I noticed last Sunday that there is a place there where the town boys play base-ball. So it has been ever since any of us can remember, I fancy, more or less used. There has never been any care taken of it, and, from the nature of the case, there is so little interest taken by owners of tombs and by those who have relatives or friends there, in preserving it in even decent condition, that I

think it is fair to say that it will never be in any better condition than it is now, and it is likely to become more dilapidated and ruinous. Gradually the tombs are being emptied. That is to say, from time to time within the last thirty years the owners of tombs have removed remains, so that of the forty tombs, at least fifteen or twenty are entirely empty; and as the Board of Health has closed this place for burials, of course there will never be any more remains placed in those tombs. In fact, the owners of tombs that I have been to have in most cases signed papers releasing to us. In fact, I have a couple of papers here which I will hand to the committee before I get through, expressing the consent of many of the tomb-owners, — in some cases the owners of tombs where the remains are still in the tombs, and in others, where the tombs are now empty — in fact, all the owners of empty tombs I have been to have expressed their consent. There are one or two I haven't yet been able to get to. I think most of the persons who own tombs there will, first or last, consent that the remains in those tombs shall be properly disposed of elsewhere, at our expense, we offering, of course, as we have started this matter, to pay all necessary and proper expenses in that line. After the remains are removed elsewhere, we can then level the place in and use it for the purposes of the living instead of the dead. I don't, of course, want to have this hearing unnecessarily lengthened. I have stated the object of our petition, and I would state to any ladies or gentlemen here who wish to oppose any change, that a change, if made at all, will be made by the city under the direction of the Board of Health; and I am told that the Board of Health are in favor of this. At least, Dr. Durgin and both of the other members have told me that they thought it would be a good thing, taking into consideration all the circumstances, if it could be cleared out and done with a proper regard for people's rights and feelings. I presume that whatever is done will be done by the city, under the direction of the Board of Health, we offering to pay a part of the expense, or the whole of it, if the city doesn't want to pay a part of it, in aid of the cause of education. The expense would be somewhat trying to the trustees of the school, because they have barely funds enough to run the school. In fact, we are always straitened for means, so we want to avoid expense as much as we can, as between ourselves and the lot-owners and tomb-owners. But we offer to pay the expense of removal. What I ask, therefore, as a legal aspect of the matter, is an order substantially authorizing the change of the use of that land, which I think the city clearly has a right to do under the statutes, subject to such proper restrictions as to the use of it for school purposes, and also that it shall not be built upon, if you choose, but shall be used for exercise only, as you may see fit to impose. That would be subject, of course, to the condition, also, that we should enter into such arrangements with the parties interested as would best recognize their feelings and their rights. Such an order, it seems perfectly clear to me, the city has a right to pass, and with such an order we would be perfectly satisfied. Unless some of the opponents should insist upon opposing, against all efforts toward

settlement, and against all our propositions for removing remains, everything would go along without any trouble. Of course, if such opposition should exist, we might be blocked seriously. But I don't think we will be; and with such an order I think we could, in the course of a year or two, bring the desired result about, and then we should have a splendid play-ground for the school. I will add that I have no doubt it would also, on afternoons, be a play-ground for the boys of Roxbury, as this yard of ours always has been. I have never been up by the yard in the afternoon in pleasant weather, after the school had closed, without finding the boys of the neighborhood playing there; and while this we ask for would be our yard, for play purposes, still, as I say, I have no doubt that the boys of Roxbury, on afternoons, would get the benefit of it, and therefore it would be a strictly public benefit to have that opened as a play-ground. If the boys outside did no harm to the property there, there would probably be no objection to their playing there afternoons, and I think it would be a good thing all around. I think I have stated our case sufficiently so that any of the remonstrants or any of the gentlemen of the committee can ask me questions or state their objections, if they have any.

Corporation Counsel NETTLETON. — Have you any objection to such an agreement being put in order?

Mr. PUTNAM. — About the play-ground being used by boys outside?

Mr. NETTLETON. — Yes.

Mr. PUTNAM. — Well, I can only say that when I am asking a favor from the city I cannot object to any fair, reasonable proposition, especially when I suggested it myself. Of course we of the board of trustees would rather have the absolute, outright, legal, complete control of the land as far as we can get it. I may add that I don't expect to get the title from the city. I understand that obtaining legal title is a trifling and small matter, and an order from the city council authorizing the mayor, with the approval of the corporation counsel, to execute a deed for the use of it, giving us simply an irrevocable grant of the use of it will be all that will be required. We don't care for a legal title. We shouldn't want to build on it, or anything of the kind, and we simply want you to grant to us the use of it. But if the city desires to have a provision and condition that the boys outside shall have the use of it afternoons, I don't know as we shall complain. Of course, we would rather have it free, so that we could have the use of it if we wanted it at any time. Because, of course, it is possible that the school — which is now a day school, with hours from nine in the morning until two in the afternoon each day — may, with the growing demands in preparation for college, become an all-day school, and in that case we might want the use of this place for gymnastic exercises or otherwise, afternoons. But, if you desire, you can impose conditions that the Roxbury boys can use it such days or parts of days as we are not using it, you can do so, although, as a matter of fact, whether you impose such conditions or not the boys of Roxbury will play

there, and I don't think that any of the trustees, certainly not as long as I am a member of the board, will think of objecting to such use.

Mr. WHITMORE. — Do I understand that you propose to offer the city money for this?

Mr. PUTNAM. — No; we haven't any money to offer, Mr. Whitmore. Most of our available funds are now used for the running of the school, and we think we are offering to do all we can afford to do, in offering to remove the remains from the cemetery and make it available for our purposes. Of course, it is of no value, as you can see, as it stands now. All we offer or propose to do is to pay a reasonable part—or the whole, if you insist—of the expense of making it available.

Mr. WHITMORE. — Do you know what the land is valued at on those streets?

Mr. PUTNAM. — I haven't the slightest idea. It is all inland, rear land.

Mr. WHITMORE. — How far is it from the street on the right hand there [pointing]?

Mr. PUTNAM. — Grenville street? The scale is twenty feet to the inch. I suppose that is six or eight inches, — about 160 feet.

Mr. WHITMORE. — What is that wooden building?

Mr. PUTNAM. — The dwelling-house of John J. Soren.

Mr. WHITMORE. — He owns all the lot there?

Mr. PUTNAM. — I think he does, yes, sir. He owns to that land there; I don't know where his boundary-line is. While, Mr. Chairman, we would like the whole of that land, and while it would make a splendid play-ground for that school as well as for the town boys, still, if there are insuperable difficulties in the way of our obtaining the whole, we are ready to stand the expense of removing the remains in this place [pointing] down to this spot here, or even to this place, leaving us this section for a play-ground. That would be better than nothing; but I suppose it would be better to do the thing up entirely, we proposing to remove the remains somewhere else at our own expense.

Mr. WHITMORE. — Do you know how large a play-ground you have now?

Mr. PUTNAM. — Our whole area is 27,000 square feet, and the building there takes up fully one-third of it, and we have a respectable play-ground there now. But, as I say, we have large boys who are interested in base-ball, and the athletic sports that are coming into use, and we want to encourage the boys in those as much as possible; and, as I say, if we should put an additional building there, as is proposed, it would practically take up the whole yard there in the centre, and we shouldn't have any play-ground left. We haven't much now.

Mr. SEAVER. I think you said there hadn't been any interments there since 1847?

A. I said since then there had practically been no interments in graves there to any extent. But I understand that there were some interments by parties who couldn't buy lots at Forest Hills, and who were put in there; I am told so.

Q. I know that in tombs there have been interments since that time.

A. Oh, yes, in tombs.

Q. Then I don't know whether you state it as a fact, or whether you assume it to be so, that since 1828, the time that the society first offered the cemetery to the city of Roxbury, or the town of Roxbury, there was any indifference in the care or the holding of it, or was that offer made because it was thought better for the town to hold it? Whether you assume what you have stated to be the case, or was it the fact?

A. I assumed it from the language of the records, where they say that a committee was appointed to get the town to take the cemetery.

Q. Yes; they thought the town had better take it, because they didn't represent the whole town. When the church was organized it represented the town, but when the parish was given up it became a society, and they did not then represent the whole town. Therefore, as there were other people in the town, not covered by the parish, wasn't it natural that they should like to have the whole town represented? I merely wanted to know whether you assumed what you stated, or whether it was a fact?

A. I am stating the fact, as shown by the records, in saying that the society wanted the town to take it and had hard work to get them to.

Q. I wanted to know whether you assumed that or whether it was the fact?

A. They are supposed to have no title here, because they gave it up by vote, which is, I suppose, equivalent to deed, because the gift was accepted by the town, and has been held by the city or town ever since. But at a meeting of the society held about a month ago —

Mr. DARY. — I propose to state that.

Mr. PUTNAM. — It is part of my case, too.

Mr. DARY. — I didn't want you to think that I purposely omitted it.

Mr. PUTNAM. — A vote was passed, expressing the sentiment of the society that the school should have the land as against any other claimants. It was a mere expression of interest as giving the preference to the school, the school and society having been connected since 1671, from the fact that two deacons of the society are *ex officio* members of the board of trustees.

Mr. SEAVER. Do you understand that the town ever had a deed of this property?

A. I don't know as it has ever been recorded.

Q. It is not? I think the parish did have one.

A. The parish?

Mr. SEAVER. — Yes, sir.

Dr. MORSE. — I would like to ask the gentleman what sort of a removal he proposes to make for persons who have remains in those tombs?

A. That would be practically according to what the relatives and friends in each case asked for. Of course we would give the

whole thing up, if it was going to be more expensive than we thought it was worth. For instance, you have a family tomb, as there are many families who have tombs in this cemetery, and we propose to remove the remains to Forest Hills, Mount Auburn, or anywhere else where it might be desired around here, and the expense of such removal we should expect to pay.

Q. Isn't it a fact, sir, that somewhere between one thousand and fifteen hundred bodies have been, or are now buried there, in the tombs and in the ground?

A. I don't believe there is any such number as that in the tombs.

Q. In the tombs and in the ground?

A. There are about eighty or ninety graves, I think. I never counted the number of stones there. There are probably some graves that are not marked by stones, but there are only eighty marked by stones, and if there are any others that can be found we will remove them. But I don't suppose there are one hundred graves in all in the ground. Of course the expense of removing from the tombs will be comparatively inexpensive, as there will not have to be any digging done there.

Q. But what I wanted to know is how many bodies are there there now?

A. I have no knowledge one way or the other.

Mr. WHITMORE. — In what you said of the cost of removing, did you figure in the cost of providing another tomb for these persons in another yard?

Mr. PUTNAM. — We haven't got so far as to figure the cost.

Q. How much money do you expect that you can afford to expend on this project? I don't mean to bind you down to any particular sum, but do you intend to spend one thousand dollars, say, or ten thousand? One thousand dollars wouldn't probably be very much, while ten thousand dollars would probably go a good ways towards providing tombs in Forest Hills cemetery, or elsewhere.

A. We haven't yet made an estimate of what it will cost. We will have to wait and see how many persons are going to insist upon our paying the expense. Some will do it without expense to us. Mrs. Lowell, for instance, owns several tombs back of the school, and that family will pay the expense.

Q. You know the state of the finances of the school?

A. I do; yes, sir.

Q. Could the trustees afford to appropriate five thousand dollars for this purpose?

A. Well, we had hoped it would be considerably less than that. I rather got the impression from Mr. Waterman, the undertaker, that it would be. But of course I have no authority to state that as a fact.

Q. What is Mr. Waterman's estimate?

A. Mr. Waterman is here now, and he will answer any questions that you would like to put.

Q. If the expense is likely to reach five thousand dollars, in your opinion would the trustees raise that money for that purpose?

A. Well, I think if we could get it all done for five thousand, including the removal of the remains and the clearing and fixing up of the ground and putting it into condition, we should do it.

Q. Would you raise ten thousand dollars?

A. I think we wouldn't think it worth while, sir. We would prefer to go ahead as we are, and not try it.

Q. That is only a matter of opinion?

A. Yes, sir, I am not on the finance committee. I am on the land committee.

Mr. WILLIAMS. — I would ask if the trustees of the school propose to pay anything for the tombs?

A. Well, I don't know what the value of the tombs can be, as there can be no interments made in them. I don't suppose these tombs would be of any value except for old stone and brick. I don't suppose they would be of any value, because you cannot inter there now as you could some years ago.

Q. Suppose the owners of the tombs refuse to give a deed of them, without pay, would you be willing to pay them, whether they are of any value or not?

A. We should be willing to pay what they are worth, but I don't suppose they have any value.

Q. Suppose it should be asked?

A. Of course we should be willing to pay a nominal sum rather than lose the ground through some one holding out. But if any one should take a stand, and say, "You shan't take this unless you pay us for it," we should say, "Hold it." Anything reasonable we expect to pay.

Mr. WHITMORE. — Have you stated here whether any money was paid for these tombs, and how much, originally?

A. I don't think anything was paid for them. The society and afterwards the town, simply voted the use of them. I don't know whether the records will show whether or not anything was received. Here is the form of the deed, which I obtained to-day: "Permission having been granted by the Selectmen of the Town of Roxbury to ——— to build a tomb in the Warren Cemetery, near Warren street, and said tomb being now completed and numbered ——— This Certifies that ——— the Proprietor thereof, for the use of said ——— heirs and assigns." It is merely a certificate given by the selectmen authorizing the person to build the tomb, and when it is completed and properly numbered it becomes his property. That is all, I think, that the records of the town will show that anything was paid. I doubt if there was anything to it except the owners constructing them at their own expense. I suppose they are entirely valueless now, because no more interments can be made in them.

Mr. CURRIER. — I would like to ask him if he does not consider a tomb with remains interred in it now as of value, and whether he thinks those remains should be disturbed?

The CHAIRMAN. — After Mr. Putnam has put in his case we will allow the remonstrants to put in theirs.

Mr. PUTNAM. — I understand the gentlemen to ask me the question as to whether I consider a tomb with remains in it now

as having any value. In reply I would say that I consider the equivalent money value in such a case is that which we offer to give, namely, to bear the expense of removing those remains to a suitable place. But the tomb itself as a right has no value, because you cannot inter any more there, and the value is only represented by the cost of removing those remains and placing them elsewhere.

Mr. AMOS MORSE. — I want to ask this question, if the city of Boston accepted the conditions as they found them, from Roxbury, why are they not binding to-day?

A. I don't know what conditions the gentleman refers to.

Mr. SPAULDING. — I didn't know but what I misunderstood the gentleman, but I understood him to say that those who had graves there, and who had friends or relatives buried there, had no legal or property rights.

A. That is a pure question of law. I said there had been no lots sold there, and therefore there was no private ownership there in that cemetery. As to the legal rights I don't care to express an opinion. Those questions will be referred to by the corporation counsel, of course. I don't believe that the relatives of the persons buried there have a legal right.

Q. Then I understand you that this is only at the will of the city of Boston or the trustees of the school?

A. No, the trustees of the school haven't any authority there now.

Q. You consider that if you get the authority from the city government you can do with it as you choose?

A. We consider that the city has the right to allow us to do what we now ask for.

Q. Do you consider, or not, that there are any property rights there?

A. I don't care about giving any opinion on that. That is a pure question of law, and the corporation counsel will discuss it.

Q. Well, there is no question, is there, that those persons having friends or relatives buried there have property rights there?

A. They have the right of friendship, certainly.

Q. I am asking you in regard to that as a lawyer. You say you decline to answer the question?

A. I decline to express an opinion.

Mrs. CURRIER. — You speak of the tombs being valueless only so far as removing the bodies to a tomb in another burial-place is concerned. Isn't it of more value than that to persons having no tomb and no spot of land elsewhere? How would it be in that case?

A. I estimate, in removing to another tomb, that part of the expense of removing will be the furnishing of a location or tomb elsewhere.

General BURRILL. — There are undoubtedly a good many persons who have relatives buried in those graves. Now it seems to me it is not a matter of dollars and cents, but really a question of whether they feel disposed to have those remains shovelled up

and carried somewhere else. That is what it really amounts to. I am here to oppose the removal on the ground that many of my family are buried in that cemetery, and I do not think it should be considered as a matter of dollars and cents.

The CHAIRMAN. — Excuse me, General, but unless you have a question to ask, if you will give way for a little while we will give you an opportunity to be heard as a remonstrant.

Statement of Mr. Wm. C. COLLAR.

Mr. WILLIAM C. COLLAR, principal of the Roxbury Latin School, appeared for the petitioners, and spoke as follows: —

Mr. CHAIRMAN and GENTLEMEN. — I was not asked to come in here and only came as a spectator and an interested listener. I did ask Dr. Merrill and Mr. Seaver, superintendent of public schools of Boston, to come in, so that in case any question arose regarding the work of the school they might reply as to the character of the work the school is doing, and as to the relations of this school to the Boston Latin School. I hope before the hearing is closed that the committee will hear what Mr. Seaver may have to say in regard to the relations of those schools. I just throw out this suggestion, because a year ago, when the trustees asked the State Legislature to pass a law authorizing the city of Boston to appropriate a sum annually, not exceeding three thousand dollars, for the aid of our school, the objection was made in the legislature that this school of ours was a rival school to the Roxbury High School, and that this advance that was proposed to be made to our school would be detrimental to the Roxbury High School; and that until that statement was disproved it was a serious hindrance to any action on the part of the legislature. I wish to show through Dr. Merrill, that the only relation of this school to the Boston Latin School was that of one of the most friendly rivalries, and Mr. Seaver will speak to the other point.

Mr. PUTNAM thought that before the hearing was closed one or two words might be said in relation to the case in favor of the school, and on that point I should like to speak very briefly. In the first place what I should say would be that it seems to me this committee should have the same interest in regard to this matter, as affecting our schools, as it would if a school under the control of the School Committee of Boston was affected. Mr. Putnam has stated in his opening that it is a free school. That is the case, and it has always been a free school. It exists and is maintained solely and exclusively for the benefit of boys living in Roxbury and West Roxbury, and therefore if you would think it wise to make this grant of any rights you have to a school under the control of the School Committee, I think you would take the same view, if you understood the case thoroughly, with regard to our school. It exists for Boston boys alone, and is doing precisely the same kind of work as the Boston Latin School. I understand that very recently the city council has provided \$40,000 or \$50,000 for land for the Roxbury High School. Now the petition of the

trustees is not that the city give anything that is of value to themselves, but that they simply give up to the school whatever rights they may have, in order that the school may have a full opportunity for its future development.

There is another point I should like to emphasize; that is, if the committee, by a favorable report, should so bring it about that the trustees should have a chance to use this land, it would give an opportunity for development in the future that I am sure would conduce to future bequests to the school, and that is a matter of very great importance. Mr. Putnam has stated that a new school-house is needed, that there should be a gymnasium, and perhaps under a separate roof there ought to be a chemical and physical laboratory, and if the buildings that are really needed now were erected it would utilize every square foot of land that we now have, and of course that cannot be done.

The school has been increasing in numbers for twenty-five or thirty years, very rapidly, and it will grow in the future, if it has a chance to grow. But it will be impossible, I think, for the trustees, and for me, and for graduates who are most interested in the prosperity of the school, to go to graduates who are growing up and establishing themselves in business and acquiring money, and say, "This school needs a new school-house and needs a gymnasium, and needs a laboratory, and we must look to you to supply the wants." It would be useless to make such an appeal if we couldn't point to a rood of land that we could command. Mr. Putnam has shown the nearness of residences to the school grounds, just a narrow avenue separating us from a line of houses coming up close to the street, and I cannot see how it is possible for the school to extend itself in any other direction than in the direction of the cemetery. Perhaps fifty years hence the means of the school will enable the trustees to purchase adjoining estates, as I hope they may. But that is altogether doubtful. I don't think the trustees themselves have any idea at present of what the needs of the school will actually be fifty years hence. But in the present state of affairs we would be unable to get from the public, and the graduates from and friends of the school most interested money for what we might need in the way of buildings. Now I consider that every dollar that any graduate or any person gives to the school is practically given to the city of Boston. There is no other way to look at it. Therefore, I think you now have an opportunity to secure bequests for the school in coming years, and I am not saying this without reason. I should like to say that within a few years, by a very moderate effort, \$5,000 has been secured from graduates and other friends of the school, as a permanent fund for a library for the school. This has been done, I might say, almost without effort. A few notes have been written to a few persons, and in almost no case has there been a declination. A lady within a few months gave to the school \$1,400 to add to the fund for the school library.

If you refuse to give a favorable report, and if the remonstrants should succeed in preventing the school from attaining this land, I think I can say positively that the school will be crippled for

the next twenty-five or thirty years. We occupy a school-house now that cost originally a little less than \$4,000. I think the original cost was \$3,300. Since then there have been additions to the school, and I suppose the grand total expended up to the present time on the building would amount to \$15,000. That is the school-house we occupy, and you can see for yourselves that it is a great gain to the city if the trustees can run this school without assistance from the city, because if the city had the school in charge they would have had long ago a building that would cost from \$50,000 to \$100,000. There is the interest saved to the city by the present management of the school on an amount between the sums, say of \$15,000 and \$50,000, on the building alone.

Then somehow the impression seems to prevail that the school is very rich and that the teachers are rolling in wealth. Now I just want to tell you that, while the teachers do not complain at all — there are other satisfactions besides the checks which come to them monthly — if the school was to-day under the control of the city, with the same number of teachers, occupying exactly the same rank, the annual salary bill would be precisely \$2,000 more than it is now. So you are saving, really through the present management of the school by the trustees, \$2,000 in salaries annually, and are saving between \$15,000 and \$50,000 in the cost of the building.

These are, it seems to me, strong reasons that ought to determine your judgment in coming to a conclusion in this matter. I don't want to advance any consideration that may seem to be sentimental, but I do think it is impossible for you to look at a school which has been established for more than two hundred years, just as you would at a school of yesterday. This school has been in existence as a free school almost two hundred and fifty years, and now you are merely asked to give something of which you will not feel the loss if you give it, but which will certainly be of the greatest advantage to this school.

I should like to show you, too, that there is a precedent for a great deal more than is asked now. I asked the treasurer of the school if he would not send me a note giving the sums that were granted by the city of Boston, after annexation, to this school, and the years, and he sent me this note which I have in my hand, and which I was going to hand to Mr. Putnam: —

“In July, 1869, the city appropriated \$3,000, absolutely without condition, to the Roxbury Latin School. In 1870 they appropriated \$2,000; August 15, 1871, \$1,500.” That is, in three successive years the city appropriated \$6,500 from the city treasury toward the support of that school; and it was done on the ground that the school was a free school, taking Boston boys without any expense whatever, and at a greatly reduced cost to the city; for all that is saved is just as certainly saved to the citizens of Boston as if it was so much subtracted from the annual tax levy.

I hope, therefore, that you will consider that this school has upon you some claim more than if it were a school of yesterday.

Its growth, since my connection with it, has been from forty boys to one hundred and sixty boys ; that is, it has exactly quadrupled, and the school would have now two hundred and fifty boys if the trustees had the means, and it was thought wise to allow such a large number to attend. I believe I have nothing more to say.

Mr. AMOS MORSE. — I would like to ask him how he accounts for the boys using it at the present time. I would also like to ask him if his father and mother were buried in the cemetery how he would like to have it used for such a purpose?

Mr. COLLAR. — I will be very happy to answer the questions. First, the query in regard to the boys being allowed to play there *ad libitum* at the present time —

Mr. MORSE. — I didn't say they were allowed to ; but they are there all the same.

Mr. COLLAR. — I cannot be held responsible for what boys do who are not under my control at all ; but, as Mr. Putnam has stated in his opening address, the rules have been strictly enforced that our boys shall not go over there under any circumstances, except to get their ball when it goes over there. Of course I have frequently to remind the boys ; some of them are little fellows, and forget themselves and get over there after the ball, and stay for some time ; but to say that the boys of the Latin School are allowed to play in that yard is entirely wrong.

Now for the other question : he asks me how I would feel if my father or mother were buried there. I certainly don't know how I should feel ; but I should think I would a great deal rather have them lie at Forest Hills cemetery at peace than where the boys — not of the Roxbury Latin School — are running across as they are there on Saturdays and other days. But for fear that the gentleman may think that I am rather selfish, I will tell him what a lady said to me whose father, mother, adopted sister, and one or two other relatives are lying in one of those tombs. She said to me, and I have it in writing : " Of course I am sorry that this must be, but I would rather that this would come in my lifetime than later, and I would not prevent the school from having that ground if I could. I would not prevent it if in any way the use of that land was to be for the good of others." That is what a lady said whose father, mother, adopted sister, and one or two other relatives lie there in a tomb, and her father was one of the trustees to whom the school owes more, perhaps, than to any other single man. That was her answer.

Mr. WHITMORE. — I want to ask you some questions : You say you have about 160 scholars?

A. Yes, sir.

Q. And the lot of land you are on covers about 27,000 feet?

A. Yes, sir.

Q. Do you know how that compares proportionally with the other grammar school-houses of the city of Boston.

A. I have no doubt it is more.

Q. Have you looked at the figures at all?

A. No, sir.

Q. I would like to call your attention to the figures which I

have just scratched off from the report for 1883 ; and I would say that the school-house lots in 1883 are, in a great many cases, larger than at present. The Andrews school, 722 scholars, 24,889 feet of land ; the Bigelow school, 797 scholars, 12,660 feet ; the Brimmer school-house, 602 scholars, 11,081 feet ; and so the list runs on. I think it would be worthy our while to look that over, or, at all events, take into a consideration a few of the figures : the Norcross school, 707 pupils, 12,075 feet ; the Phillips school, 715 pupils, 11,190 feet ; Quincy school, 608 pupils, 12,413 feet ; Warren school, 687 pupils, 14,322 feet. I believe there are only three grammar school-houses which show any increase over your figures at all. Those are the Lowell school, 582 pupils, 35,241 feet ; the Sherwin school, 889 pupils, 32,040 feet ; and the Shurtleff school, 645 pupils, 40,553 feet. In other words, out of twenty-five or thirty schools there are three which have more land than you have now, and the rest, with three or four times as many scholars, do not have more than half the land you have. I want you to take that into consideration, because I should like to have you explain why that school-house requires more land for a playground than the other grammar school-houses of Boston. I would also like to ask you, how much are your scholars in the playground during school hours ?

A. I should like to ask the gentleman if he supposes the existing state of things with regard to the quantity of land that is used for different school-houses — I have no doubt it is perfectly correct — has come about through necessity, so to speak, or because it is a desirable thing ?

Q. Perhaps you will save time by not asking questions, especially as I don't intend to answer them. You will please be kind enough to give me the information I wish to get in regard to your school, namely, in view of those facts, whether you think your school should be more favored in that respect than other schools. And I also asked you for what length of time during the day your scholars occupied those grounds ?

A. I have no reason to suppose that we require more ground than others, and I have no doubt as you say, that—

Q. Well, now, how many minutes, in fact, during the school session are your scholars allowed in the play-ground ?

A. About half an hour for recess, between half past eleven and twelve, and at the end of every recitation there is a recess of from three to five minutes.

Q. Practically, then, they have half an hour's play time, and there is plenty of room for them ?

A. Yes, sir.

Q. The size of the play-ground, then, in this case, is in respect to the wants of 160 scholars for half an hour, and it answers the wants of a school play-ground ?

A. I shouldn't myself put it on the question of the mere wants. I think there are very many things necessary in this world. I think the boys could get along without any play-ground at all.

Q. But your request is for only half an hour's use, so far as you are concerned, in your scholastic capacity, — that is to say

for the half hour during which the pupils are under your charge. That is, they only go into the play-ground for half an hour in the day?

A. I have spoken, and Mr. Putnam spoke, of additional buildings which if erected would cover, probably, the entire ground.

Q. I didn't ask that question. The question which comes up first, as I understand it, is in regard to having this for a play-ground. Of course you are aware of the fact that obtains in other schools in Boston, that the scholars are excluded, practically, and I suppose legally, from the play-grounds, except during the intermission, which is a part of the school exercise?

A. I suppose so.

Q. For example the Brimmer school is opposite where I live, and there is a large yard, but the boys are excluded from it at all times except during recess, so the question of a play-ground comes down to the question of what is required during half an hour in the day for a play-ground for the boys of the school?

A. Our boys are not excluded from there afternoons, and other boys play there afternoons.

Q. The city does not provide space for general play-grounds for the schools, and if you want it for a general play-ground it is a use which is not allowed to be made of the city school-house yards.

A. I would say that if this land is granted to us a considerable portion of the land we now have will probably in a short time be covered with buildings, and then there would be no room for a play-ground in our present premises at all.

Q. Does not your request absolutely imply, on the broadest ground, that you want a public play-ground laid out in that cemetery?

A. I would state that it would be an excellent thing for the physical recreation of the boys.

Q. You mean to have it a general play-ground to be managed by your trustees, for the benefit of your school-house?

A. Of course we don't come here and ask the city to give it for a play-ground to some one else, but of course if other boys want to go there when ours are not using it, we don't object.

Q. By the CHAIRMAN. — Isn't it a fact that the present building is only two stories high, and covers much more ground in respect to the number of pupils it supports than is necessary? You propose to cover the rest of your ground with buildings, whereas if you had a higher building than you have there now you would not need to tak up so much ground space.

A. It is undoubtedly true that our building might run up more into the air than it does, and if we had buildings built higher they would not need to take up so much ground.

Mr. WHITMORE. — Are you restricted by the terms of your establishment to remaining there, or, in other words, could you sell that site and go anywhere else?

Mr. PUTNAM. — We couldn't possibly afford to go anywhere else. We are practically tied down there, not legally, but if we moved it would be at a great sacrifice.

Mr. WHITMORE. — You have 27,000 feet of land, — what do you value it at?

A. We don't pay any taxes on it. It is entirely exempt from taxation, being used for school purposes.

Q. If it is an allowable question, I would ask if there has been any discussion on the subject of removing from that locality to some other locality?

A. No, sir, none whatever in the board of trustees. For the first two hundred years of its existence it was down in front of the Universalist Church in Roxbury, in Guild Hall, and it was there until it moved up here fifty years ago. It came up here in 1838 or 1839, and we are practically settled there for an indefinite period. It is exactly the centre of population out there, and a convenient place, and we cannot move without great sacrifice, and we would have to buy land elsewhere and build on it. We shall stay there if you don't give us the cemetery, and shall build probably on our present play-ground.

Q. But if we should give you this cemetery, it would seem to be at the expense of the feelings and rights of other people. Of course if it was simply a question of removal, I would agree with you that it should be done at \$1,000, \$5,000, or \$10,000 expense. I think it would be cheap for the city at \$10,000 as a public play-ground.

A. I am not here, nor is the school here, in favor of the slightest attempt to ride rough-shod over the feelings and rights of the friends of the dead. We are here to see if we cannot get this for a play-ground, that is all. We shall not attempt to override anybody's feelings.

Mr. COLLAR. — I would like to speak one moment in regard to the physical needs of the boys. Mr. Putnam is the person authorized to say what this land shall be used for if it is given up to the school. I had supposed and hoped, for my own part, that a portion of it would be used for a gymnasium, and I think that some such arrangement would be for the physical welfare of the boys. I think with the added demands upon boys now in the way of intellectual training, there is the greatest necessity of providing for good physical training, under a proper instructor, and if asked to-day what is the greatest lack in connection with the training of boys in our school, I should say that it is because there is nothing for their physical culture. We have a play-ground, which I think is of the greatest value. But when some of the trustees a little while ago spoke of putting a cheap gymnasium building on the lower part of the ground, I said I earnestly hoped it would not be done, for while a gymnasium would meet the wants of a good many of the boys, if there was a proper instructor, there would be a large class of boys whom you could not get to use it, and who would not get the benefit of it. What you must do for them is to provide a place for them to play. That is the best possible substitute for a line of physical training that you can have. I do think that at the present time there is a great lack of appreciation of the necessity of the widest possible and most ample provision for physical training. The boys are put through a very severe

course now in the schools of Boston, and it seems to me perfectly clear that they will not be able to stand this mental strain unless the body can be trained in the best and wisest possible way. The boys, as I have said, have not used the play-ground for a few minutes in school hours, but it is used on half holidays, and frequently on afternoons in pleasant weather by our boys and boys from outside places, so long as they don't prove a nuisance to people in the neighborhood.

Statement of Mr. DARY.

I think, as representing the first religious society in Roxbury, that I have very little to say, as the matter now stands. I was one of a committee of the first society, which made a report which was largely devoted to a statement in regard to the legal title, and the history of the matter as far back as we could go. Our principal recommendation in that report was that it was the duty of this society, having granted licenses, as the successor of the first parish, to a great many people, to build tombs, and also to bury their relatives in open graves, — a moral, if not a legal duty, — to guard those rights. It seems to me it cannot be exactly determined whether those rights are to be infringed upon unless the matter is brought before us in some written shape, showing exactly what the Latin School would propose to do. My own opinion is that the proper course would be to go to the legislature, which has been done in other cases. I think that is necessary, and, if not necessary, it would seem to have been very absurd for towns and cities to have one there heretofore. There was an act passed in 1877, on a petition of a school district in the town of West Stockbridge, and that act provided that that school district might change the use of the cemetery by removing the remains, the monuments and the tombstones, and that the relatives of any person whose remains were to be removed should have the choice of location, and that all the bodies should be decently reinterred, and the monuments and tombstones properly set up anew. I think furthermore that there is a mistake in asking the city of Boston to give this lot of land to the school for the reason that it does not belong to the city of Boston, but is really the property of the tomb-owners and the relatives of those people who are buried there, and they are the ones to be consulted.

The city of Boston is a corporation, which receives all its powers from the legislature, and unless there has been some act authorizing the city of Boston to change the use of a burial-ground, I don't see how the city can act in this matter, and if it was done, I think that any person having an interest there as relative, or owner of a tomb, could procure an injunction and prevent it. I don't think the passage of this act in 1880, prohibiting any town or city from taking a burial-ground or changing its use where it is over one hundred years old is any proof that the law allows a burial-ground of any less age to be taken. Certainly there has been no such act ever passed. A town or city is allowed to take a portion of a burial-ground in

cases where it is necessary to lay out a road, and it is required by public necessity. It certainly would be unnecessary to pass any such act as that if this authority existed. I would say in behalf of the Society, that if any change is to be made of the use of this burial-ground, we desire that the Latin School should have the benefit of the whole or a part of it. A vote was passed at the last meeting in favor of giving the preference to the school in case any such action was taken in regard to the cemetery. The wish of the society is that, if this change is decided upon, that should be the disposition made of the land.

Mr. NETTLETON. — Then you appear as one representing the society, desirous of giving the school the privileges it asks, and also desirous of protecting the rights of legal owners in the yard?

A. Yes, sir; we think the interests of all the parties can be best protected by an act of the legislature rather than by any vote which the city council would likely to pass, and not so clearly defined as to what the Latin School should do. I think this act of 1877 expresses it.

Mr. PUTNAM. — You refer to the act in regard to burial-grounds one hundred years old?

A. The act I refer to was passed in 1877, and that burial-ground-act was passed in 1880. They couldn't have known that there was to be such an act three years before it was passed.

Statement of GENERAL BURRILL.

I haven't a great deal to say in this matter. I would say that I am a Latin School boy; it was the first school I ever went to, — that is, the first grammar school. My sympathies, of course, are with the school, I am glad to see it is so prosperous, and hope it will continue to be so in the future, and I don't wish to be understood as standing here in any manner as an enemy of the school. I am, I may say, the only male representative of my family, and many of my ancestors are buried in that burying-ground. It does seem wrong to break up those grounds in the manner in which they would have to be broken up, and remove those remains. When I was a boy I lived in the immediate vicinity of that place, right on the corner of Warren and Dudley streets, and I used to see the funeral processions going by. In those days all the neighbors went to the funerals, the bells were tolled, and it was considered a sacred duty on their part. They didn't have carriages to ride in, but they walked, both men and women, in the funeral procession. The older families in the town had their lots in the old burial-ground at the corner of Eustis and Washington streets. But this is what we called the new burial-ground. I understand that there were about two thousand interments there. I don't know how many were put into the tombs; but I know that there were not one quarter of those that were put into the ground that had any stones. It was not as customary in those times as it is now; but little money was expended, and but few people had stones to their graves. I don't look at this as a matter of dollars and cents. I cannot see why that burial-ground should be broken up any

more than the one on the Common or the two on Tremont street, which, if they could be sold, would bring money enough almost to establish a college equal to Harvard College. It does seem to me that that burial-ground should be taken care of; the fact that it is not taken care of is no reason why it should be discontinued and the remains taken up and put in some other place. At the time the city sold or gave away a portion of the burial-ground where the Musical Institute is now, I was told of the manner in which the remains were removed, and I walked down one morning to see them. They dug out a trench and they would come to a coffin and would cut it in two wherever it would come, and sometimes would take a part of it, and the rest would be left. They shovelled out the remains as you would shovel out gravel. It seemed to me a rough thing to do in this Christian land of ours. While they were dead and gone, their friends supposed that they were laid away to their final resting-place; but they were treated in that manner. Those who are buried in this burying-ground were the people of Roxbury, just as good as there were in the town. Rich and poor were buried there, although of course the rich usually had the best places. After that Mt. Auburn was established as a fashionable cemetery, and then we got Forest Hills, through the agency of General Dearborn, who was then mayor of the city. It is not thickly settled out by this burial-ground, so that it will be in any injurious to health, and I don't think that the neighbors in that locality would care to have it made into a public base ball ground. The city has other lots of land which have been used for such purposes, some of them being entrusted to the board of which I am a member, and I know of the complaints which have been made. But I will not put it on that ground; I will simply put it on the sentimental ground that the burial-ground was a public burial-ground, that the necessities of the case are not sufficient to have it broken up.

MR. PUTNAM. — But you admit, General, that the necessity will come some time, if it does not come now?

A. I suppose it will come some time, and I suppose it will come some time with the Granary Burying-ground.

Q. But suppose there is not a necessity, but that there is a reasonable demand for the use of the ground for the living instead of the dead, you must at least admit that the use of it for the growing generations of boys to go to their play and exercises, and for their general health and improvement is as good a use and as unobjectionable, and as little shocking to people's feelings as any?

A. Certainly.

Q. You sympathize with that use as much as any?

A. Yes.

Q. Now isn't it a fact that there are only seventy or eighty graves? — I am not speaking of interments now, but those graves which have stones. Are you familiar with the names on those stones?

A. I used to be when I was a boy and played there.

Q. It was a play-ground, gentlemen, as long ago as when

General Burrill was a boy. I suppose you have more sentiment now, General, than you had then.

A. We didn't go over the graves, but used to go around. That was a good many years ago. and a good many of the old Roxbury families have run out, so that there isn't a single representative left.

Q. Yes, but, in looking over the names on the stones, I should say that there were but very few Roxbury families there. They seemed to be mostly strangers, many living there, and many of them having come from Scotland, England and Germany, who had no relatives there, and who would have no family associations?

A. I used to know in regard to where many of the remains were, but it is so long ago that in many cases the stones have been taken down. Some of my mother's family are there, and, if I knew where they were, I would have the remains taken up and carried to Forest Hills; but I don't know where they are now.

Q. Well, if you can identify the remains we will remove them for you to Forest Hills cemetery.

A. As I have said, it is a matter of sentiment. If you want to make money out of it you might as well sell those cemeteries on Tremont street, where the land is worth \$30 or \$40 a foot.

The CHAIRMAN. — Are many of the graves there not marked?

A. I don't think the majority of them are marked.

Q. Do you think they are scattered over the entire ground?

A. No, sir; they were buried originally in the south corner, and ran towards the east.

Q. About where the stones are now?

Mr. PUTNAM. — Yes, towards Mr. Soren's house.

General BURRILL. — Fully half the tombs, I think, have been emptied and carried to Forest Hills. We had a lot there from which the remains were taken and carried to Forest Hills. It don't seem to me to be as bad in cases where the graves can be identified as in the cases where they cannot be. Still, there were undoubtedly a great many buried there who had no relatives and who were merely put in there by permission, and have become lost. That is all I have to say.

Statement of Dr. MORSE.

I want to speak now, as I have to go. I am one of the representatives of the Morse family, who have a tomb in that burial-ground. As I understand there are some twenty-five bodies remaining there now. The principal objection is that there are very few of the family left who have much knowledge in regard to the disposition of those bodies. I have no immediate relatives there, I confess, — they are mostly uncles. My father's brothers were all buried there, together with their wives and a number of representatives of the family. The last representative of the family buried there was a Mr. Morse, of Waltham, which was probably the last interment made in the burial-ground at all. There are none of us, probably, who could dispose of the remains in a different place without perhaps buying new lots, or providing

new means to take care of the remains. The family has been scattered here and there, and those of us who remain prefer that the remains of our dead shall lie there as long as possible. I can see no necessity for taking this burial-ground for school-boys to play in! I think myself it ought to be kept decently in order; I am told that two tombs are open now, and the boys go in there and play with skulls and so on, and I am told that one of the boys of the school lately wanted a skeleton, in order that he could take it home and study anatomy. I believe the Board of Health should take care of the premises. There is another member of the family — Mr. Amos Morse — here, and his father, mother, and some other relatives lie there, and he is more intimately interested than I am. I have simply come here to represent some members of the family, and Mr. Foster Morse asked me to remain. I would simply say, I am decidedly opposed to removal. The population of Roxbury is not filling up very rapidly, and I think there is no immediate necessity of taking the cemetery for school purposes.

MR. PUTNAM. — You say Roxbury isn't filling up very rapidly. The population is very large.

A. Yes, sir; but what I mean is that there is not the pressure of business that there is at Fort Hill, for instance, which would necessitate the taking of this burial-ground.

Q. Isn't it growing up so that there isn't the room to play there that there used to be when we were boys?

A. Not as much as when we were boys—no.

Q. Your boy, if you have one, and I know my boy, can find very few places to play.

A. What places there are are covered with grass, and there are signs up to "Keep off the grass."

Q. Then there is some demand, isn't there, for room for the boys?

A. Well, I don't believe in taking burial-grounds.

Q. Your objection only extends to one tomb, I believe, and that is back of the school-room, if I remember?

A. Yes, sir. There are twenty-five bodies there, in all states possible.

Adjourned at 4.20 for one week.

SECOND HEARING.

CITY HALL, Wednesday, May 11, 1887.

Continuation, at 2 P. M., before the Committee on Kearsarge Burial-Ground, of the hearing to take into consideration the petition to use the whole or a part of the Kearsarge Burial-Ground for school purposes. Present, Alderman N. G. Smith (Chairman), and Councilmen Whitmore and Thayer. (Chairman Smith came in after the commencement of the hearing).

Mr. WHITMORE in the chair.

The CHAIR. — The committee has come together for a hearing, according to the advertisement, and, although a quorum of the committee is not present, as all the evidence is being taken down, unless objection is made to going on the committee will resume the hearing, and will listen to any persons who wish to be heard.

Statement of L. FOSTER MORSE.

L. FOSTER MORSE, Esq., appeared as a remonstrant, and said :—

Mr. Chairman and Gentlemen of the Committee: — I appear in behalf of the owners of the Morse tomb, and Mr. P. P. Smith wished me to say that he would have been here to-day if he was able to, and he wished me say that he should have appeared in behalf of the Richardson tomb, and also for a brother of his wife, Mr. Calder, who is buried in the ground. I propose to preface my remarks by saying that I do not oppose the Roxbury Latin School, by any means. I believe that it is one of the best institutions in the State, being one of the oldest schools in the State, and that it performs a very good work. I believe it saves the city of Boston thousands upon thousands of dollars, and that the people who are entitled to attend that school free of expense comprise more than one-quarter of the population of the city of Boston. More than 100,000 people residing within the limits of old Roxbury, including West Roxbury, are entitled to attend that school free of expense. I believe that a small high school is better for the youth than a large high school, and, if possible, if I could appear before the city government, nothing would please me more than that the city government should pay the Roxbury Latin School for the good work it is doing, saving money to the city of Boston, which would otherwise have to go the high school down town. But this burying-ground, having hundreds of bodies in the ground, and many in the tombs, it seems to me it is not called for that these remains should be disturbed. Although some two or three years ago the city government decided that the public health required that interments in the tombs should be prohibited, nevertheless to-day bodies are allowed to be placed in the Granary Burying-Ground, in the King's Chapel Burying-Ground, and this

winter they have been placed in the burying-ground within the Common. Now it is fully as thickly settled right around here.

MR. PUTNAM. — Do I understand that there have been remains interred in the tombs on the Common?

MR. MORSE. — Yes, sir, within a year.

MR. PUTNAM. — New interments?

MR. MORSE. — Yes, sir, so Mr. Waterman informed me, and I myself have attended funerals in the Granary Burying-Ground. I think Wendell Phillips' remains were placed there, and I think the remains of nearly one hundred persons were buried there afterwards.

THE CHAIR. — For a time.

MR. MORSE. — Nevertheless it is open, and in driving out in Dorchester yesterday I saw the old Dorchester Burying-Ground at the corner of Boston and Stoughton streets. It seems that this burying-ground was selected away out in the outskirts when the land was cheap, and there is a great deal of land there which isn't built upon, and I may say that nearly every house that adjoins that burying-ground has been built since the burying-ground was established I think there may be possibly one that was erected prior to the establishment of that burying-ground, but not immediately upon its borders. I refer to the old engine-house that sets on Kearsarge avenue, as you all know. Now that burying-ground, as I understand it, was established somewhere about 1818, and was part of the farm that belonged to the family of Joseph Warren. The tombs have been closed. There are a number of people buried there who now have nobody to represent them. I appear also in behalf of my wife's uncle, who was buried there. The inscription reads, "Sacred to the memory of Henry Conant, who died in 1849." There are a number of other people buried there who have nobody here to represent them, but it does seem as though there was land enough in the city of Boston to-day, so that it is not necessary to take this even for so good an institution as the Roxbury Latin School. The location on which the Roxbury Latin School now stands is not historical. That location in the vicinity of the Kearsarge Burying-Ground is a new location for them. I think they would do better as a school to remove from that location and, as I said before, I think the city of Boston should be willing to help them in order that they may extend their usefulness and allow the scholars of old Roxbury, with a population to-day of more than one-quarter of the entire city, a better chance to be accommodated by the Latin School of that section. Now what is the commercial value, if there is such a thing as commercial value in burying-grounds? I find that the King's Chapel Burying-Ground, on the other side, right opposite to us here, containing 19,200 square feet land, is valued at \$480,000; that the Granary Burying-Ground, of 87,900 feet, is valued at \$1,218,000; that the burying-ground on the Common, of 60,200 feet, is valued at \$361,000; that the Copps' Hill Burying-Ground, of 88,800 feet, is valued at \$127,000; that the South Burying-Ground, of 64,000 feet, is valued at \$28,000, or a commercial value of over two millions for some of your burying-grounds within the city limits.

The Kearsarge Burying-Ground, of 54,000 feet, is only valued at \$27,000. As I said before, I don't think land is so dear that we must give up the burying-grounds. You remember Judge Thompson, of the Legislature of Massachusetts, when they wished to demolish the Old South, made this remark, after listening for two hours to the pros and cons in favor of and against selling the Old South: "I have listened for the last two hours to the speeches pro and con, and I have come to this conclusion, that land is too high for the Lord to own a corner lot in Boston." That was to sell a church, with no bodies interred in the ground.

Now I will submit another fact — I cannot help it — that the Kearsarge Burial-Ground has been sadly neglected by the city authorities. When I say the city authorities, I mean the Board of Health, because I understand the Board of Health have charge of the burial-grounds. I have looked over the auditor's reports for the last two years, and I find by the auditor's report for 1884-85 that \$6,333.89 was spent on the burial-grounds of King's Chapel, Granary, Central, South, Kearsarge, Evergreen, and the Eustis-street Burial-Ground. The whole amount spent on the Kearsarge Burial-Ground, according to the report, was \$3.50 out of the entire \$6,333.89 that was spent by the city. Now if any one is to blame for the fact that that burial-ground is not kept in better shape, and not kept up like the King's Chapel Burial-Ground and the Granary Burial-Ground, or the burial-ground on the Common, it isn't the parties who have their friends buried there, but the Board of Health of the city of Boston. In the next year they spent \$5,714.39, and the Kearsarge Burial-Ground received \$8.50. They say this is all sentiment. It isn't sentiment. Land selected to hold the remains of our friends should be held sacred. Nothing is so bad to my eye as to go through a city or town and see a burial-ground that is deserted. I have no doubt the citizens of Boston, at least, would be willing to be assessed a reasonable amount every year, — the amount can be very small, — when we find that the city will spend about \$6,000 on an average in keeping up these burial-grounds, to keep these old-line burial-grounds in good repair. I don't know as I can say anything else, but I trust that, notwithstanding the good the school has done, notwithstanding the good that it will do, that you will at least give the petitioners in this case leave to withdraw, and if the school needs any assistance, or wishes any assistance from the city of Boston, I trust we can appear before some committee to show that the citizens of Boston think they have got a good cause. It is something I have thought of myself, and I have never consulted a single trustee or any one connected with the school; but knowing, as I do, that a large population of people are entitled to receive their education free of expense at the Roxbury Latin School, — believing, as I do, that the scholar is better off in a small school than in a large school, — I think the city of Boston could afford to make a very liberal appropriation to help the school secure a new location and extend its usefulness.

Mr. PUTNAM. — If any change is to be made in this cemetery, and if the school built on its present yard, — and you know, in

order to accommodate its growth, that it has got to put up a new building here for lecture rooms and laboratory, and so on, — I should judge from what you say that you think no better use could possibly be made of it than to apply it to the purposes of the school and for the education of the youth, whether it be in the gymnasium or athletic exercises?

MR. MORSE. — If land is so high that the city of Boston cannot retain that 54,500 feet for a burial-ground, there is no better use it can be put to than to add it to the Latin School, except that I believe it would be better for the school to extend Kearsarge avenue through to Grantville street, and then sell that land and let the school buy a new location.

MR. PUTNAM. — You think, in other words, that the city ought to make money out of the cemetery?

A. Excuse me.

Q. I thought you said to cut it up into house-lots and make money out of the land in which your relatives are buried?

A. I said that if land was so high in the city of Boston that it is not possible to keep any land for a burial-ground, that you might as well sell it and secure some other good location for the school. I don't think land is so scarce as that, though.

Q. You think it would be better to have the city sell it and have it built up into house-lots than to have it dedicated to the generations of the youth to be educated there?

A. I don't think you quite understand me.

Q. I thought you said so.

A. I said I personally think that if land is so high in Boston that the city cannot afford to keep a burial-ground, that you had better sell it. But if you are acting on that principle, you had better sell the burial-grounds down town, which will bring into the city treasury \$2,000,000, instead of merely \$25,000, as will be the case here.

Q. You spoke of the neglect of that cemetery by the city. Haven't the tomb-owners themselves and the friends and relatives of all the persons who have been interred there in graves neglected it for the last forty years?

A. I don't know.

Q. Do you ever visit it or go there very much, Mr. Morse?

A. I was there last winter.

Q. Well, as a matter of sentiment, does any one think of going there?

A. As a boy I used to go through the burial-ground and read the tombstones; but I haven't been there very much of late, because I haven't had the time.

Q. Are not the gravestones there terribly neglected?

A. Yes, sir, they are, and they ought to be taken care of.

Q. That isn't the neglect of the city?

A. Yes, sir, these facts prove it.

Q. Do you mean that the city is bound to put up private tombstones for people?

A. No, sir, they need not put them up, but they can keep them up.

Q. You think the city should keep them up?

A. Why, certainly, by all means.

Q. You say the city is guilty of neglect in not keeping these tombs in order. I say the Morse representatives are to blame when they have a family tomb there and shamefully neglect it.

A. I haven't neglected the tomb, — my father and mother lie buried there, — but there are others that are in bad condition. We find from the auditor's report that an average of \$6,000 yearly has been spent on the burial-grounds, and yet there has been but an average yearly of \$5 here.

Q. Your idea is that the city should put flower-beds there and keep it up?

A. I am willing to pay my taxes there.

Q. You would have interments there?

A. I will agree to this, that I wouldn't have interments there in the ground anyway. I myself own a lot in Forest Hills cemetery, and I suppose in one hundred years from now some one will be trying to get me removed from there.

Q. Can you point out on the plan where your family tomb is?

A. It is somewhere in about here, Mr. Putnam (illustrating); I think it is the second one from here. I won't say whether it is the first or second.

Q. It is about half way down, by the end of the schoolhouse there?

A. Down there.

Q. Yes, sir?

A. No, sir, it is there (illustrating.) This plan shows that it is the eighth tomb.

Q. There are but forty-one in the whole place, and it cannot be the sixty-third.

A. I didn't say it was number 63, I said it was the eighth tomb.

Q. There it is (pointing), No. 27?

A. Yes, sir, No. 27.

Statement of EDWARD C. HALL.

Mr. EDWARD C. HALL, of Watertown, appeared as a remonstrant, and said: —

Mr. Chairman and Gentlemen of the Committee. — I appear in behalf of the remains of Aaron Childs, Mary Childs, Edward Childs, Aaron Childs, Jr., Edward Childs, Eliza Childs and George Hodges, which are in the tomb of William Childs, — I think the fourth tomb after going in the gate. I have been there a good many times.

Mr. PUTNAM. — The fifth tomb.

Mr. HALL. — And also in behalf of the remains of Mary Jane, and Martha Jane Childs, whose remains were deposited in the ground a great many years ago. I don't see any reason why this cemetery should be removed. The Latin School is close at hand, and the boys always, when I was a small boy living in Roxbury, went over into that cemetery to play. Forty years ago they went there, and as the city grows, and as the stores will necessarily go

up Warren street in the course of but very few years, as Mr. Morse states, — and I think he well states it, — the Latin School should follow the course of population up Warren street. That is where the population is going to go, up towards Grove Hall, and going to press out into that portion of the town. It makes it extremely hard for grandchildren to know what to do with the remains of their grandparents after a lapse of so many years. Their grandparents had their remains placed in these tombs, expecting them to remain there forever, and in fifty years afterwards, their grandchildren have this question brought before them, “What is to be done?” These grandchildren are scattered all over the country, from Chicago east, and farther west. What is to be done? You cannot get these grandchildren to club together to pay the expense; some will not and others will, and those near at hand have to stand the burden.

I, for one, object that any change should be made in this cemetery. I think it is a shame to the dead who have been placed there. In 1849, I saw the remains of my grandparents pass into that tomb, and several others of my kindred during the few years following, and in 1876, the remains of William Childs, whose funeral I attended, were placed therein. His wife soon followed, and his children lie there, and there lie the remains of an uncle named George Hodges. The estate of Eliza Childs, of which David Hall and Hiram Hall, my father, were the trustees, claim the right of burial in that tomb, and I don't see how the city of Boston has the right to remove the remains any more than they would have the right to remove them from the Granary Burial-Ground. Are the remains in the Granary Burial-Ground any dearer to us, even if they are the remains of the old governors of the State and Colony of Massachusetts, than the remains of our dead, who, within the last forty years have been laid to rest within those retreats? I say if anything is to be done leave the dead alone, where they have been placed by kind hands. If anything is to be done, let the Latin School move its building, and let that burial-ground remain in peace. The Latin School grounds are altogether too small for a large and flourishing school, such as that is to-day. It is going to grow right straight along. We don't know where its usefulness is going to end. They need a territory of from two to three acres, instead of taking 27,000 feet, or part of that cemetery, for a school-yard.

I will admit that that cemetery has been in bad condition. Forty years ago, when I was but a very small lad, tombs were open in this portion of the cemetery along here. I myself have looked into them, when a very small lad, with awe and fear. They have plank coverings, and they were in an unsafe condition at that time. The city of Roxbury took no pains; it never did; and I think that the city of Boston, by what Mr. Morse has stated, has not helped to make the matter any better.

MR. PUTNAM. — One moment; the principal objection you first hinted at was that it would involve your family or Mr. Childs' family in the expense of removal?

A. Yes, sir.

Q. You understand, of course, that this removal would not be at the expense of the parties interested?

A. I beg your pardon, Mr. Waterman informed me since I came into the room that the executors of the William Childs estate propose only to remove a portion of the remains.

Q. What I mean is this, that if the city or the Latin School make any changes in the cemetery which will occasion the removal of remains, the expense will be paid by the school or city, and will not be any expense to the parties.

A. Well, who will own the fee of the ground?

Q. That is another question.

A. That is a very important question for the city to know and for the school to know, — who will own the fee.

Q. I am speaking of the question of expense. You said it would be inconvenient to the Childs family. I have explained to you that there will be no expense to the parties interested for the removal of the remains.

A. I dare say that that might be so; but we don't want them removed.

Q. But the objection you made on the ground of expense wouldn't really be an objection. There would be no expense to you if the change was made.

A. Well, that may be; but I remember when a portion of the cemetery up off Washington street was removed I was over there at the time, and I saw them making the change: and if there were any bodies to be removed in this cemetery I would rather tend to it myself. It may be a question of sentiment; the dead cannot feel anything, but there is a feeling towards them.

Q. There would be no expense to you or the family, if the change is made.

A. I don't know what could be done about those two that are buried in the ground. Each of them used to be marked by a tree; but they have both passed away.

Q. Then the graves and tombs have probably been very much neglected by the relatives and friends.

A. The Childs tomb is, I think, in fine order.

Q. I am speaking about the graves, — the relatives haven't marked them?

A. What would you expect with boys' running through there, and breaking through there, as they have done for a long period — not for a short time — and jumping over the walls, and from the face of the tombs on to the ground? What kind of condition do you expect when that is allowed for any length of time?

Q. Well, I have been speaking of the condition of things since you were a boy around there, — forty years ago?

A. Yes, sir.

Q. Both the graves and tombs have been very much neglected by the owners?

A. They have been on this rear land, but I think the tombs way down here have been in very fair order (illustrating). But I think, taking the continuation from there down here (pointing), there has been no question about their bad condition.

Q. There is no doubt about that. You know that a great many of the owners of tombs there have, during the last twenty years or more, removed the remains to Forest Hills or elsewhere, leaving the tombs empty?

A. I wasn't aware of that.

Q. It is the fact. Do you suppose, following that general movement, whether compelled to or not, — most of them are doing it voluntarily, — that the relatives of the family you speak of, the Childs family, would be averse to removing to a nice cemetery, if it was done at somebody's else expense?

A. I think the remains had better be left as they are.

Q. That is the only answer you can give?

A. That is all.

Alderman N. G. SMITH in the chair.

Statement of JAMES F. BALDWIN.

Mr. JAMES F. BALDWIN appeared as a remonstrant and said : —

I was at the first hearing, Mr. Chairman, and owing to press of business, I had to go out. I noticed that the principal of the Roxbury Latin School was on the stand. I think the gentleman is here now, and I would like to ask him a question.

Mr. WHITMORE. — Mr. Baldwin, I think this is rather irregular. Mr. Collar will undoubtedly have something to say after the remonstrants put in their case, and then, if you desire, you can ask him some questions.

Mr. BALDWIN. — I have relatives buried there and my parents buried there, and what I desire to ask, it seems to me, is a question that is properly before the committee. There has been a great effort made here to charge the responsibility for the desecration of this ground to the Board of Health. I have visited this ground two or three times myself. My mother is buried there, and my brother was buried there about forty years ago, and I say the condition which that yard has been allowed to get into is a disgrace. It ought to cause the blush of shame to mantle the cheek of every citizen of Roxbury to think that it has been permitted. It is a disgrace to the community. That is the reason why I want to put the interrogatory to the principal of the school and to the trustees, if possible, as to why they have permitted this. These boys have made a play-ground of the burial-ground, and I don't believe any effort has been made to stop it. I have been there twice, and last fall, owing to the condition of things there, I made arrangements to put a fence around the lot, and I would have put it up if it hadn't been for the discussion of this question at the present time. But, as the gentleman who preceded me said, there is another question. This attorney, who also appeared in the former hearing, denied that we had any right, as property owners. I understood him to say so. But aside from that, there is a vital question of principle involved. I am not here to discuss this as a matter of dollars and cents. There is a vital principle underlying this whole question. It is this, — the idea of these men coming here before the City Government and

making a demand for that private property, without consulting the owners of the property. Why, if they have that right, they could go into your back entry, if they could only get an order from the city for it, and take your coat. That is the exact state of things. I am here to protest, and I hope you will give the petitioners leave to withdraw.

Mr. PUTNAM. — Before you sit down, I desire to say that you misunderstood me in the statement you quote as being uttered by me the other day. You said you denied the right, and I expressly said that I didn't care to express any opinion, but would leave it to the Corporation Counsel. It is a question for the Corporation Counsel to decide.

Mr. BALDWIN. — You made a positive assertion at first, in which you ignored the right of the people, and when it was put to you by me later on, you neither denied nor affirmed.

Mr. PUTNAM. — On the other hand I made no demand here and no claim. I merely stated what we thought would be a good use for the land. We are trustees for a public trust, and I was merely advocating what we thought would be a very admirable use for the land, if it could be obtained. I wouldn't attempt to ride roughshod over the feelings of any one. But I merely suggested that this would be an admirable use for the land if you don't object, or if your objections are found unreasonable.

Mr. BALDWIN. — As a citizen of the Commonwealth, I have an interest in the education of the youth of the Commonwealth, because I am a citizen of Cambridge. But I see no propriety in using this property.

Mr. PUTNAM. — I would ask Mr. Baldwin if he can indicate on that map, as near as possible, where the tomb is?

A. I don't know as I could by the plan. I was out there last fall.

Q. Couldn't you point out pretty near the part of the ground?

A. Yes; I should say it was about the centre — near the centre.

Q. Here is the approximate measure of it, and here is the accurate measure; cannot you fix it exactly?

A. I should say it is pretty near the centre. I daresay you know more about it than I do. The gravestones are there, and one of them is inscribed "Thankful Baldwin."

Q. And the other one?

A. "Henry Baldwin."

Q. Two graves?

A. Yes, sir; two gravestones.

Q. If that grave of your family's is below the middle, or some distance down, as you say, towards the middle, you wouldn't have any objection to the other part of the cemetery being used, so long as it didn't affect your own side?

A. I shall not attempt here to speak for any one else or to control other people's property.

Q. I ask you if you have any objection to the use of the cemetery property if it doesn't interfere with you?

A. Under such circumstances, I have no control over it at all.

Q. You have no objection?

A. I have no control. My jurisdiction only extends in that one direction.

Q. You don't object to the use of the other parts of the cemetery?

A. I have nothing to do with the other part. I am speaking for myself personally.

Mr. PUTNAM. — So far as I am personally concerned, I am perfectly willing that Mr. Baldwin should ask Mr. Collar any questions about the desecration of the ground.

The CHAIRMAN. — The committee prefer to take the matter up in order, and to have the remonstrants heard first. When we get through with the remonstrants, Mr. Collar can make a statement, and then the gentleman can ask Mr. Collar whatever he wishes.

Statement of Mrs. JOHN JONES.

Mrs. JOHN JONES appeared as a remonstrant, and said : —

I appear for Mr. John Jones, who has a tomb there. My grandmother is living and is very much worried about this affair. She doesn't want the bodies removed. They were formerly residents of Roxbury, and she wanted me to come in and speak in regard to the matter.

The CHAIRMAN. — The committee would be very glad to hear anything you may have to say.

Mrs. JONES. — That is all I have to say. She doesn't want the bodies removed. My grandfather and other relatives are buried there.

Mr. PUTNAM. — Do you know where it is?

Mrs. JONES. — I think it is near the gate.

Mr. PUTNAM. — Do you know the number?

Mrs. JONES. — I don't know the number.

Mr. PUTNAM. — What would be the family name that would appear?

Mrs. JONES. — Mr. John Jones, — that would be the only name.

[By assistance of Mr. Waterman the location of the lot, No. 18, was found on the plan.]

Statement of S. E. D. CURRIER.

Mr. S. E. D. CURRIER appeared as a remonstrant, and said : —

Mr. Chairman and gentlemen of the committee, I am not here as the attorney for anybody, but merely representing certain families and family connections, having proprietary interests there in two tombs, of one of which families my wife is a member, and I also represent for myself the bodies of two children resting in one of those tombs. Those two tombs are numbered, I think, 33 and 21. The proprietorship of No. 33 was in Eleb Faxon, who died a good many years ago. The tomb was built in 1819 and 1820. A few months after the completion of the tomb Mr. Faxon died, and his body was placed in that tomb. The proprietorship of the other tomb, No. 21, was in Lydia Faxon, who be-

longed to another branch of the same family. The Eleb Faxon tomb was constructed, in the first instance, at the expense of Mr. Eleb Faxon, but another family have quite a large number of bodies deposited there, and they have an equitable interest in the tomb, having paid for part of it, although the legal title stands in the name of Eleb Faxon. In regard to the origin of this cemetery and its history I have but little knowledge. I have endeavored to look at the records somewhat, as time would allow me, and if this matter goes much further so as to take any tangible shape in regard to the taking of the land, I shall endeavor to make a full examination of the title and the rights of parties. If I am informed correctly, and I have part of my information from a lady present a daughter of Eleb Faxon, whose memory runs back three-quarters of a century or more, I believe the proprietorship of this cemetery was originally in the First Parish, of Roxbury, one of those old territorial parishes whose limits were co-equal with the limits of the town. Whether the first religious society, which was organized, as my brother Putnam tells us, somewhere in the latter part of the eighteen-twenties, succeeded legally to the rights of the parish, I don't know; so I will not discuss that question here. But that these families have legal rights in these tombs I think there is no question. Both these tombs were built for family tombs. The Eleb Faxon tomb contains something like thirteen, fourteen, or fifteen bodies belonging to the Faxon family, and the other family, the Pearson family, have got quite a number of bodies there, so that the tomb is quite full, and there is not room for more than one or two bodies more, if, indeed, for any. The tombs are crowded very much now, and the boxes and caskets containing the remains are in a considerable state of decay. The Lydia Faxon tombs contain twelve or fifteen bodies, I cannot state the exact number, and that tomb was built, I think, in the early part of the forties or the latter part of the thirties. It was built by Lydia Faxon, who was a widow, with a large family, and who owns the other tomb.

I think I will state right here a fact which was stated to me, and that is this, that Eleb Faxon was a member of the town or territorial parish committee, whichever it might be, to purchase this cemetery, and purchase the land for the laying-out of the cemetery. The Lydia Faxon tomb was built for the family and family connections, by her, and I presume that the legal title stands in her, although it seems that there was a vote of the town of Roxbury, taken about 1841, 1842, or 1843, that the selectmen of the town should issue certificates of ownership to those wishing to build tombs. In terms it seems to apply to tombs that are thereafter to be built, but there is at least one certificate to Lydia Faxon, or in her interest, which was issued in 1845, and the tomb had then been built, for perhaps ten, twelve or fifteen years. That certificate was made, I think, in the name of Chubbuck Marshall, another member of the family. So as far as that certificate is concerned that title stands in his name, but all the family have interests there.

Now, as far as the taking of these tombs for public uses, — so

far as this hearing is concerned, it is to consider taking them for school purposes. There may be a slight diversity of sentiment or ideas in regard to the taking. Some of the members of the family considered that the bodies should remain there perpetually, and that the tombs should remain undisturbed, and the bodies undisturbed and the burial-ground undisturbed forever, as they originally supposed it would. There were other members of the family who saw that in the rapid changes of American life, there are changes in the geographical position of population constantly going on, and that in the course of these rapid changes in the course of time a disturbance must, of necessity, take place with regard to some of these old burial-grounds, such as for instance, streets, which must run through some of them. Those changes are constantly going on. I think myself that within half a century the question will be discussed in regard to the disturbance of Forest Hills Cemetery, which is one of our most popular cemeteries, and one of my reasons for thinking so, is that the question of disturbing Greenwood Cemetery, in Brooklyn, N. Y., which is, perhaps, the largest cemetery in the United States, is already being discussed. Unless there is a necessity for taking this ground, or any portion of it for public uses, for school purposes, for instance, there are some of the proprietors and parties interested in these tombs who think the cemetery had better remain as it is; and there are others, foreseeing that a disturbance may take place at some future time, think that if it must be done it would be better to have it done now, when there are more of the interested parties, perhaps, living, to see that it is done properly than there might be a quarter or a half century hence.

Something has been said about taking a portion of the land in this cemetery devoted to graves and tombs and putting it to a public use, and letting the rest remain. Now, in regard to that point, I think there is something decisive to be said, equitably, if not legally. When parties purchase a lot in a cemetery for occupation for a tomb they have in view the existing state of things and the whole environment of the land. If a portion of a cemetery was taken and a portion was left, it would be unsightly, and people would never purchase any land there. It is a well-settled legal principle in regard to the construction of streets, settled by the decision of the Supreme Court in this State, that where certain parties purchase land and have a right of private way connected with it, which they take by their deed, that right cannot be disturbed by other parties owning adjoining land not belonging to the grantors. It cannot be disturbed by other grantees coming in and using that private way, except the parties who originally owned the land which is a part of the land out of which the private way is constructed. The same principle will hold here equitably in regard to burial-grounds. If a person holds a tomb or a burial-lot there, the value consists virtually in the surroundings, general size, shape, and the appearance of the whole cemetery. That is all I need to say on this point.

Something has been said with regard to the desecration of this ground. I suppose that ground has never been kept in the condi-

tion of our modern cemeteries. It is only a few years — half a century, more or less — since any of us have ceased to be barbarians, I may say,— and I think I am justified in using that word because the matter is spoken of here with so much asperity, as being a disgrace to the present inhabitants living out there that that cemetery is in that condition. I speak of it in that way because it is only within half a century, more or less, that anybody has taken any interest in keeping public burial-grounds in any sightly condition. You can go all over New England now and find everywhere burial-grounds so covered with brambles, briars and thickets that it is almost impossible to see that they are cemeteries unless you go into them and discover the old tombstones. So I don't think so much needs be said here in regard to the condition of this burial-ground being a matter of disgrace to parties living out there or interested in it. It is a difficult matter, in an old burial-ground, to get the parties interested to go to a great deal of expense to improve its condition. It would cost quite a considerable sum of money and there would be less interest after this in doing anything of that kind where the existence of such a burial-ground is constantly menaced or liable to be interfered with by the march of public improvements.

For myself, I hope that no disturbance will take place with regard to this burial-ground, and that it will not be taken unless it is a matter of necessity or high expediency. I have no special interest arising out of personal association in this school. My early days were spent in the County of Essex, where I was born, and I have never had any interest in the public schools of Roxbury, except as a teacher some years ago. I think it is exceedingly proper that the gentlemen interested in the school should seek to improve its condition even in such a way as this. I have heard nothing said by anybody connected with the school that is offensive, or that ought to be offensive to anybody's sentiment, in regard to the disturbance of the burial-ground.

I don't think I need to take up much of the time of the committee. If this ground must be taken, I think myself, and I believe the other parties interested would be of the same opinion, that it would be preferable that it be not disturbed unless the whole is taken, and if it is taken, I think that proper remuneration — I don't speak of commercial value at all, because no commercial value attaches to anything of this kind — should be granted. Of course there is no commercial value, because this is simply a resting-place of the dead, and as good a resting-place, in the minds of many persons, as could be selected in any modern cemetery. But if removals are to take place they ought to take place at the expense of parties who are interested and be done properly and according to the sentiments of those who have dead friends reposing there.

Mr. PUTNAM. — In case it should come about that these remains should be removed and a change made here on the ground of high public expediency, as you suggest, in the case of the two tombs you mention, your idea would be, of course, that we should remove them to some particular place, — Forest Hill, for

instance. Have you any choice or preference for any other cemetery in the contingency of any change being made?

A. Of course we haven't got so far as that yet? I know some members of the family do have places where the bodies of some other friends repose.

Q. In other cemeteries?

A. Yes, sir; in places satisfactory to them, and there are other remote connections of the family who have nobody very closely interested in the removal of their remains and deposit in any other place, except that other members of the family would like to look after that matter. Then there are others who have no place whatever, and a place would have to be provided by somebody in some suitable place.

Q. That is what I mean. If a satisfactory provision was made for those who haven't any place, and the removal was made at somebody's else expense in some other place, it would probably be satisfactory to the people interested in those tombs, wouldn't it?

A. I cannot say in regard to that. Certain members of the family have an idea that something more would be done, perhaps, even than to provide other places for the dead. But, perhaps, on coming to a final, definite talk in regard to the matter, that might be adjusted.

Q. It is simply a question of dollars and cents, then?

A. Not dollars and cents. You need not put it in that way.

Q. I thought that is what you were coming to.

A. It wouldn't look proper to have it go out that way, — simply enough to provide for the dead properly.

Q. I mean compensation.

A. If it should go out as a question of dollars and cents it would be utterly repugnant to the feelings of anybody here who is interested in the burial-ground. When you say dollars and cents, you mean —

Q. No, I mean fair compensation, that is all.

A. I meant, providing entirely proper and suitable resting-places for the dead there reposing, in some other cemetery.

Q. That is what we propose to do. If that is to be done, you don't believe that anybody interested in the two tombs you speak of would have the slightest objection?

A. I have no reason now to think that there would be any serious objection, perhaps, from any quarter, if it was done properly.

Q. We can fix that matter so that it will hereafter be adjusted between yourself and the parties you represent and the family?

A. I suppose that would be about the feeling as to what should be done.

Statement of AMOS MORSE.

Mr. AMOS MORSE appeared as a remonstrant, and said: —

I am reminded of what the Bible says: "Do not remove the ancient landmarks." As I stated at the other hearing, my father, mother, and five sisters are in the Morse tomb, and therefore I

have a right to say something in the matter. I, for one, don't want it disturbed. I don't want those remains disturbed at all. Undoubtedly we are not all of the same make-up, but if we are placed in a certain place we don't want to be carted around from pillar to post; we want to remain in mother Earth. I feel so, for one, in regard to my father and mother, and, therefore, I object to the removal of any of those remains out of the Morse tomb.

Mr. PUTNAM. — Mr. Morse, this is the same Morse tomb that has been represented by L. Foster Morse and Charles L. Morse?

A. They are my cousins.

Q. It is the same tomb?

A. Yes, sir, it is the Morse tomb.

The CHAIRMAN. — If arrangements could be made by the school or the city to remove the remains of your ancestors to a suitable and satisfactory place, would your opposition cease then?

A. I feel about it just as I said at first. I don't desire any removal at all. That is my position.

Statement of Mrs. CURRIER.

Mrs. CURRIER appeared as a remonstrant, and said: —

I would like to say a few words in regard to the desecration of the cemetery. It is a very sensitive point to me. My two children are buried there, as has been stated. The last one was put there seven years ago. I don't know how soon after the interments were prohibited, but I know I have been there quite constantly, and perhaps I am a better judge of how that cemetery looks than one who has been there perhaps once in the course of a year, or perhaps once in the winter. But I am sure all the desecration I have seen there is that those open tombs have been left by the persons who have removed their dead, and, of course, that looks very unsightly. Time, of course, affects all things, and, of course, it will affect the burials in the graves. It will do that. But everything is grass-grown there, and it doesn't look unpleasant to me at all, perhaps because I have some of my dear ones there. But in regard to the boys of the Latin School, I would like to say this: I, for one, have never seen that they have done any harm there. It isn't unpleasant to me to feel that the boys are round about that cemetery. To be sure they may wear away the grass, but I will say, that whatever we have placed upon our own tomb has been kept there sacred. Every flower, every wreath that we have placed there each Christmas has never been disturbed. There is also by the side of the tomb a place where, every Memorial Day, the soldiers go and place flags and mementoes. Those flags have always stayed there until they have decayed and passed away, and I presume that the teachers of the school have done a great deal towards keeping the graveyard in a good condition. It doesn't look any more unpleasant to me than almost any cemetery out in the country. As regards the Latin School taking it, I should say this: I should prefer to have all those bodies remain as they are. My grandmother is there, and my aunts, cousins, and two children, as I have stated; but if this subject has got to be

agitated every little while, I think, perhaps, it would be better to have the change made in our generation, so that those who are now living can take care of the dead, which they could probably do better than those who may follow us. I should like to have the Latin School have it in preference to its being applied to any other purpose; but I should prefer to have it remain as it is. If it must go, I should prefer that it should go to the Latin School.

Statement of Mr. SEAVER.

Mr. SEAVER. — I would like to ask if this cemetery is in any worse condition than three-quarters of the cemeteries out of town which are not now fashionable cemeteries for burial? I was here when the hearing was had in regard to the closing of this ground for interments, and a great deal was said about its being in such a bad condition that it was unhealthy. I didn't find it so. It was pleasant, agreeable, and sweet, as far as I could see. It was all a mistake to close it to interment. A statement was made in regard to a tomb that was open, and it happened to be that I represent. I happened to be there at the time in regard to which the statement was made, and the whole statement was entirely assumed. They had everything all fixed.

Mr. PUTNAM. — Who stated that?

Mr. SEAVER. — Mr. Babbitt. The tomb was not open, and I told him so at the time. It seemed to be useless to have called us here at this time, as it was all settled beforehand.

Mr. PUTNAM. — You objected to the closing of interments on the ground that it was a mistake to close it to interment?

A. I didn't see any reason for closing it. I haven't gone into the matter particularly, but it seems to me that three-quarters of the town cemeteries are no better off than this cemetery was at that time.

Mr. PUTNAM. — Mr. Baldwin, I think you told me the other day in my office that your brother was in Japan and intended to be back in a year, and I think that you said you then intended to buy a lot in Forest Hills, and remove the remains in this cemetery out there, — did you not?

A. Yes, sir.

Q. Would it seriously affect your arrangements if that should be done before your brother comes home, especially if part of the expense was borne by somebody else?

A. I don't see how it could very well be done. I wrote to him in regard to the condition of the burial-ground there, and the boys playing around there. He wrote to me that of course it was very bad and that it was necessary that something should be done. He is in Japan, employed by the Japanese government, and it is very possible that he may not be home for two years. We have corresponded in regard to it, and we decided that when he came home we would make a day of it at Forest Hills. It is necessary that it should be done, as a matter of decency.

Q. Couldn't that be done anyway before your brother comes home?

A. I don't think I should be willing.

Q. Not even if the expense was paid by others?

A. Well, I don't think I should be willing to have anything done.

Statement of WM. C. COLLAR. — Recalled.

MR. WILLIAM C. COLLAR, principal of the Roxbury Latin School, was recalled for the petitioners, and said : —

Mr. Chairman, and Gentlemen of the Committee: — There are a great many things I should like to say, but I haven't conferred with Mr. Putnam at all and he is the responsible and authorized representative of the trustees in this matter, and I don't know as it is proper for me to say anything more than answer questions. And yet, if I may be pardoned, I should like to go a little beyond, and if I say anything that in Mr. Putnam's judgment ought not to be said, of course you will give no weight to it, and he can very properly repudiate it. I should like first to say a word with regard to the position of the remonstrants. I shall say what I have to say with perfect respect and perfect kindness; but it seems to me it wouldn't be difficult to show the remonstrants that their position, considering all the circumstances, is unfair, unwise, and unreasonable. I believe if they would open their minds and hear me patiently, and if I could have an opportunity to talk with them individually, they would abate or altogether withdraw all their opposition. I believe that their remonstrance is utterly unwise, as indeed some who have spoken here seem to have a certain consciousness of. What I mean is this, that if they succeed in getting the prayer of the trustees denied then they will have no security whatever, not even for a year, that the ground will remain as it has remained, and on the contrary I think there is every probability that the city will occupy the land for some purpose of its own, either, possibly, as a hospital, or for some other benevolent institution, such as it may choose. I should like to ask the remonstrants through you, Mr. Chairmain, whether they suppose that if the city took this land they would treat it with the consideration that the trustees now propose? Whether there is any one of the remonstrants who has appeared here to-day who believes that the city would consult his wishes and his prejudices, — and, if I may be excused the expression, his whims, — in regard to the removal and interment of the remains? It seems to me they cannot expect anything of the kind, and if they allow this opportunity to go by of yielding up this land to the trustees, who will remove the remains in a proper and decent manner, with entire regard to their feelings, they run the enormous risk of having the city do as they please, at any future time whatsoever, without consulting them.

I should like to say more, but I will stop here. It is perfectly clear to my mind that the opposition of the remonstrants is in the highest degree unwise, and I cannot help thinking that when they come to reflect on it they will come to the conclusion that it is unfair and unreasonable. I should like to say, that since the last hearing, I went to see General Burrill and talked the matter

over, and I understood General Burrill, without authorizing me to say that he withdraws his opposition, to consent substantially to its being done. He did say in words to me, that he believed it was better, on the whole, that the remains should be removed now, in the lifetime of those interested. It seems to me utterly unreasonable, as I have said before, in the light of what Mr. Putnam has promised on behalf of the trustees shall be done, — that the remains shall be removed without expense to any individual interested, and that it shall be done with perfect propriety, and the removal shall take place to such a spot as they may choose, and that the disinterments and interments shall take place, if they choose, under their own personal supervision — to hold out against the taking of this land by the school. As I understand it, the remonstrants are really in this position. They are willing to take the risk of a future removal by the city — and no one knows how soon such removal may take place, and the city would suit its own convenience in such matter of removal — to the proposition that the trustees make, that their wishes shall be consulted in every way. They prefer, as I understand it, that the remains of their friends shall remain in that dismal and desolate place, trampled over by generations of rude boys, and the tombs exposed to midnight robbers of the dead, rather than have them removed to a well-kept cemetery. I firmly believe that a tomb was broken into week before last in the night, and the bar with which the tomb was broken into was pushed into the inside of the tomb. I have no doubt, from instances which have occurred within my recollection, which reaches back for twenty years, that when tombs have been broken into there, as they have been, it has been for the purpose of robbing the dead of any possible jewels with which they might be adorned. In the past ten years, I am not exaggerating when I say I have sent ten times to the undertaker to say that there was a tomb broken open. It isn't very usual for iron doors to open themselves, and it is more unusual for iron doors to open themselves, and then to find an iron bar cast into the tomb.

These persons who remonstrate, then, actually prefer that the remains shall be left in that desolate, neglected, and decayed place than that they shall be removed to such a cemetery as Forest Hills or Mt. Auburn, or to any other place where they may have friends. Now I suppose the committee are bound to consider the reasonable wishes of all parties interested, and I hope they will even go further, and to some extent regard the unreasonable wishes, but it does seem to me that there is a limit, and I say that there is no person living who has the right I have to make this appeal to the remonstrants now present to be reasonable in this matter. I have stood there as a guard over that burial-ground, so to speak, rod in hand, for twenty years. I was asked by Mr. Baldwin, of Cambridge, if the boys of the Latin School hadn't desecrated this ground. I will answer him that for twenty years the rule has been enforced, constantly and rigidly, that no boy of the Roxbury Latin School shall be allowed to play in that ground, and for two hundred days in every year, for the last twenty years, I have kept the boys of the Roxbury Latin School out of there, and other boys,

too. I say, therefore, that I have a right to make an appeal to the remonstrants to be reasonable in this case. I confess that I am a little weary of the duty I have had to perform, but I shall go on performing it the same if they succeed in having the prayer of the trustees defeated. But I should like to be relieved of it, and it seems to me that it is about time that I should.

I spoke at the last hearing of a note I had received from a lady who was a remonstrant, perhaps. I am not going to read her name, but I want the privilege of reading to the remonstrants a part of this letter: —

“I understand from Mr. Henry Putnam” — and so forth, — “that the remains resting there will have to be removed. Now my dear father built a tomb there in 1827, and in it were consigned his own and my dear mother’s remains, those of an aunt of mine, a sister-in-law, a most beloved and cherished sister who was the wife of my cousin, Mr. —, and of two children, one of whom was named from me. You may imagine how painful to me is the thought of the disturbance of these precious relics. Now that I have acknowledged this feeling, which I know will seem a weakness.” — I wrote to her that it didn’t seem to me a weakness, at all — “I will add that I realize that it may be one that is a weakness, and that I would not, if I could, hinder any act by which a service to the rising generation might be done. Indeed I see it may be better for me that the removal should take place in my lifetime, while I can secure a suitable place to deposit their remains.”

I simply ask the remonstrants here, for the sake of the school I represent, to meet the trustees in the noble spirit of this noble woman in Boston, who is known throughout the city for her benevolence, and who is the daughter of a man and the near relative of men who have done honor to this city, this State and this nation. That is the spirit of that noble woman. I have no idea that the committee will come to the conclusion to grant the prayer of the petitioners, unless they believe it will be for the interests of the city; but if it can be shown that it is for the interests of the city, then I don’t well see how this prayer can be denied. I have said, and Mr. Putnam stated at first, that this is a public school, and it has been remarked here today by Mr. Morse that it saves the city many thousands of dollars yearly. I touched upon that matter at the last hearing, and I am not going now to repeat what I then said; but I wish to say that I then put the matter altogether too lightly. I reckoned at the last hearing that the city saved something like five thousand dollars a year by having the trustees manage the school, instead of having the city manage it. That is to say, the aggregate salaries of teachers of the same grade and rank is \$2,000 less in the Roxbury Latin School than it would be if the city ran the school, and we occupy a building that cost, perhaps, \$15,000, while the city would undoubtedly have erected for the school a building costing from \$50,000 to \$75,000. I would say that I put the thing altogether too modestly, and I undertake to say that the city saves annually by the existence of this school, which exists solely for the benefit of the Boston boys, no less than \$20,000

annually. The cost of educating a boy at the Boston Latin School is \$100 a year. It was reckoned so when I was on the Boston School Board, and it is not less than \$100 a year; and that, as I understand it, does not take into account the original cost of the land and the building, so that it would probably be within the mark to say that the real cost to Boston of educating a boy in Boston Latin School is not less than \$125, or \$150. It is about \$160 at the present time in the Roxbury Latin School, and it would cost the city at least \$20,000 a year to maintain that school just as it is maintained now. Now I mention this because I think it establishes a powerful claim upon the city to-day for what this school now asks to have done.

The fact that the city appropriated money in 1869, 1870, and 1871, shows the importance in which they held it, and the city would undoubtedly to this time have been appropriating money if the trustees hadn't found that they could scrape along without asking for it, and of course when they stopped asking the city ceased to give. It is manifest that the Legislature regarded the interests of the school as very important, because there was an overwhelming vote passed in the House and Senate authorizing the city of Boston to appropriate to the school not more than three thousand dollars annually. I think I needn't say anything more about the interest of the city of Boston in the school. I will say one word about the point that the member of the committee brought up, that the school doesn't need this land, and he read from an official statement — I suppose — the amount of land that several schools had, and showed that there were only three schools of all those he named that had a larger yard than ours, or that had anything like so much land as we had. Now, that at first sight seems a very strong consideration. If we don't need the land, you ought not to give it to us. But I made a very great mistake, for which I was very severely rebuked by that member of the committee, in throwing into the form of a question what I ought to have made as a statement. What I should have said is what everybody knows, that the reason why a certain school of 500 pupils has 12,000 feet of land, and another school, with 700 pupils, has 20,000 feet of land, is because land is a very expensive luxury. That is the reason, and everybody knows it. Then that consideration doesn't weigh here at all. We are simply asking the city to give us something which will cost them nothing, and to give us something that it is even doubtful that they own themselves. It will not make them any poorer, and will make us vastly richer.

Mr. PUTNAM. — You would be glad to have the public schools have as much land as this?

Mr. COLLAR. — Most certainly. Every teacher in the city knows that it is the greatest pity in the world that the boys and girls have to circle around in a brick school-yard just big enough for them to get around the building. Here is a chance to give one school the land it ought to have, and without any cost to the city whatever. How can you hesitate? There is one point I spoke about that I want to bring up again, because I omitted something

very important. I said that this city is interested in the possibility of future bequests to the school. Now, in saying that, I was not bringing up anything unreasonable or improbable. Is it improbable that if we had land the graduates of our school and other citizens of Roxbury, who are here to-day, would come forward and say, "You need a new school-house, and we will give you one; you need a new gymnasium, and we will give you one; you need a laboratory for physics and chemistry, and we will give you one; you need more books, and we will give them to you?" It is a burning shame that while graduates are getting rich all about this school the school should be left without these things. We ought to have scholarships established that would yield two or three hundred dollars a year to the most deserving of the boys to go to college. Now I desire to say that it is of no use for the trustees and myself to go to the graduates and others who may be interested in the school and ask for the money for these things if we have not the land. We have no place for new buildings, such as a gymnasium, laboratory, etc. You may say to us that we can cover the land we have with buildings. Where will the boys play, — what will become of the physical training of the boys? If I had my way I would say let the next \$100,000 be spent for the physical well-being of the boys, rather than their mental well-being. I have no fear that their minds will not be taken care of, but I do see the great need in the other direction, and I know that the trustees cannot supply it. The trustees haven't the money to buy adjoining estates, and there is no opportunity that I can see for proper development of the school if this committee denies the prayer of the trustees, and refuses to give us this land. I ask the committee, therefore, not to cut off and dam up this golden stream of benevolence that I look to see pouring in upon the school in the next quarter of a century! This is not talking anything but sober reason. Andover and Exeter, schools like ours, — to compare great things to small, — have had money given them by the hundreds of thousands of dollars, and nothing has been given to our school except \$5,000 for a library, but I want to say that one person has already indicated to me his purpose to come to the rescue of the school. If we had land I would go within a month to a rich gentleman, a friend of the school, with perfect confidence, and say, "We want a gymnasium, which will cost \$20,000," and I believe he would give it to us. The remonstrants, if they succeed in getting the prayer of the trustees refused, are cutting off the possibility of great gifts to the school in the future, and it is virtually stopping so much money that is going as directly to the benefit of the city as if it were poured into the city treasury. I think that is a point which has not been sufficiently regarded.

I want to say a word on a point that Mr. Putnam touched when he said that this was an old, historic school. I wonder if these remonstrants know that this school is the third in age in the country? Harvard College came first, the Boston Latin School second, and ours third. It isn't a school of yesterday that you are opposing; it is a school that was founded when Cromwell was fighting on

English soil for English liberty, and it is a school where two of the sons of John Eliot were educated, and where Paul Dudley was either educated or a teacher, and where General Warren, who fell at the battle of Bunker Hill, was a teacher. In the archives of the school is a receipt signed by him for a part of his salary as a teacher of the school, and if our treasurer hadn't been absent I would have had it here to show to you to-day. It seems to me, therefore, that the school is not only venerable from its antiquity, but venerable from the names associated with it in the past, and it seems to me that this committee has really an enviable opportunity to confer upon this school a boon such as you would not have the opportunity to confer again in one hundred years. I am aware that I have spoken with a little too much warmth. I have tried to speak with perfect moderation, for extravagance I hate, but possibly some zeal may be pardoned to one all of whose working years have been spent in that school, and who expects to devote what remain to the same service.

MR. PUTNAM. — Even supposing the committee should take the view intimated by Mr. Whitmore, that this was taking too much land for the purposes of the school, you would consider it a great gain to the city, would you not, if you did not get the whole, but so much of the area as is already vacant?

A. I should say that half a loaf is better than no bread at all. But I hope that we shall have the whole; it is not a bit too much, for I would say, Mr. Putnam, that the game above all games which the boys play, not the scientific game that is played for spectators, but the game that the boys play all the time in some form or other, is the game of ball. Now they cannot play the game of ball in our yard without constant inconvenience to the neighbors, and I see some of the neighbors here who, perhaps, think that I have not protected them as well as I might have in the past. I have tried everything, but sometimes the ball will get into other people's yards. I always tell them that if it does they must come to me, and I appoint some agreeable fellow to knock at those people's doors, and see if they will allow the ball to be taken out, and they generally allow it to be done.

MR. SEAVER. — As I understand the burden of Mr. Collar's remarks, it is that no benevolent friends will come forward and give them anything unless they have this lot of land, and that lot does not belong to the city, and they have no right to transfer it?

A. It is very strange that I succeeded so ill in making myself understood. I said I believed that the refusal would cut off very largely bequests to the school in the future, because the trustees and myself could not go to benevolent persons and ask them to give the money to build buildings when we had no ground. I haven't any doubt that in fifty or one hundred years from now the trustees may have the means to build some buildings and buy some additional land, but I should like to see something done in the years remaining to me. I don't mean to say absolutely, of course, that nobody is going to give anything at all under any circumstances if we do not have this lot of land, but I say that it will probably dam up the stream of benevolence to a great extent.

I did remark, that even with the present discouragements, one person has already said he would assist the school even with its present confined walls.

MR. SEAVER. — You made the point that you would have to have a lot of land in order to get any benevolence.

Statement of Mr. HALL. — Continued.

The remarks of the worthy master are well worthy of notice here, and are quite pointed in some respects. He has some right on his side in respect to the growth and opportunities of the school. I myself know that the school has done a great work. But the question is a question of right. The proprietors of this cemetery have some rights. They hold the deeds of these tombs. No one can come here and claim their property and take it from them even for the public good or for the uses of a high school of such grand and magnificent work. It is a moral right that we come here to plead for our ancestors' remains, and that they shall rest undisturbed and undefiled. I for one have a deep interest in this matter.

MR. AMOS MORSE. — So do I. Amen.

MR. HALL. — I for one do not want to see the remains of my ancestors, my grandfather, my grandmother, and aunts taken up and carted from place to place. I have some feelings when I think of those in whose arms I was held and upon whose knees I sat, and I don't want their remains to be trifled with and moved about without coming before this committee to speak one word in their behalf and in their defence. I say you have no right to touch one foot of that cemetery land. It is holy ground, and it is held by deeds. Mr. Putnam, who is a well-known legal practitioner, doesn't touch upon that vital point. But he cannot take it from us; it belongs to the proprietors, and Mr. William Childs, the representative of the Childs family, came to me and told me he should defend their rights to the last dollar. I hope, for one, that they will do so, and if they don't I shall defend them myself. I only want what is right. I think these school-boys have rights, but they have no right to go into the cemetery, and if the fence isn't high enough build it ten feet higher and keep them out. \$6.25 placed on that ground in one year is a shame. There are mice in the meal somewhere. There is a meaning to all this, and the meaning is that it has been intended to run the place down so that they can gather it in. I hope it will not be done. Let them make terms with each and every one of the proprietors, if they can, but when they undertake to move them out without their consent that is something else.

Statement of Dr. EDWARD EVERETT HALE.

DR. EDWARD EVERETT HALE appeared as a petitioner, and said :— I thought it proper that I should come here, because I am one of the petitioners, — one of the trustees of the school. I have had the honor of being a trustee of the school for fifteen years, I

think. But I should have come as a citizen of Roxbury if I had not been a trustee, because they are all interested out there in this matter. I never supposed, until I crossed this threshold, that it was any matter of controversy between ourselves and the persons whose friends are buried in the cemetery. We appear here rather as citizens of Boston, for what is for the benefit of all of us, and it very fortunately happens, apparently, that the City Government has an opportunity to sit as a friendly body and arrange as to what would be the best disposition to make of this property. It is not my business to speak of the rights or wrongs in the matter. It is not for that purpose that I came here at all. I cannot help thinking that if we were in Andover or Exeter and such an opportunity as this presented itself to the selectmen of Andover or Exeter to benefit the schools in those places, that they would be in favor of doing that which would help those schools to a larger field of usefulness. I have prepared myself with some statistics, — but I find that Mr. Putnam has been before me, — to show that although this is an endowed school, it is doing for the City of Boston exactly what the Boston Latin School does, and is doing it as well — I have a right to say, because I have had official relations with it — as any school in the country. Then we are placed exactly as the town of Andover might be in the desire to improve the Andover Academy. If they had the opportunity to give a large tract of land which was desirable for the Andover Academy — which has a national reputation — and they knew it was a first-class thing to do, they would undoubtedly do it. Now, this is a first-class thing for the city of Boston, and for this absolutely first-class school which is managed in the city of Boston. We have so many good things in Boston that probably you didn't know what a first-class school was; but we of Roxbury know, and it is of just as much advantage to Boston as if it was the only thing she had to be proud of. It is a free school, and these boys are educated there, and nobody is asked to pay one penny for them.

We sympathize with every word uttered by the friends of those whose bodies are buried there; but even they cannot say that this is a particularly attractive place for one's relatives to lie in. We are here advocating what we consider is the best thing to be done for the people of Roxbury, and for the children of Roxbury, in all generations. I have had five boys there, and I have some boys there now, and I desire that they, and all the other boys, shall have a chance for out-door exercise. Here is a chance to take 54,500 feet of land, which will not cost the tax-payers of Boston one cent, and if you can show me any way in which the other schools of Boston can obtain similar accommodations, I would vote with four hands, if I had them, that it might be done. I hope that it may be done, and that you can find additional room for the boys to play in. Here is a chance to do that in one case, and it would be an admirable precedent if this committee and the boards they represent would begin the business of athletic education in that thoroughly sensible way. I am perfectly clear that, if the School Committee had to deal with the matter, and they saw a

chance to deal with a question of this kind as relating to the Boston schools, they would act favorably in the matter, as they have always been our friends, and they would see the advantage of extending the service of a school which has already done very important service for the people of that section.

I would be glad to answer any questions, as I have served on the Board of Trustees, in many capacities, for fourteen or fifteen years, and I have had occasion to see a good deal of the work of the School, and have also, as I say, had boys of my own there.

Mr. PUTNAM. — I suppose you wouldn't hesitate to say, as a member of the examining committee, knowing the position of our school towards the public, that if this was given as a play-ground the trustees wouldn't follow any selfish policy against allowing the town boys to play there afternoons?

A. Bless me, no. It is a good open-air place, and we would make no distinction between the town boys and our own boys.

Q. Afternoons, I mean?

A. It isn't three days since they had a game of ball, and I heard them saying that so and so pitched for the school, and that he was one of the best pitchers they have got.

Q. Yes, the relations are friendly?

A. Yes, the relations that exist between all parties are most friendly.

Statement of JOHN J. MAY.

Mr. JOHN J. MAY appeared, and said: —

Mr. Chairman and Gentlemen of the Committee, — I have been asked by Mr. Putnam to say what little I know in regard to this matter. I represent a part owner of one of the tombs, at least, a tomb in which the remains of some of my family or connexions are laid.

Mr. PUTNAM. — No. 18 — the Jones tomb — the same one the lady spoke about?

A. Yes, sir. I am satisfied that if those I represent were satisfied and convinced that the removal would be decorously, carefully, and properly done, they would readily assent to the change that is asked to be made. I feel an indirect interest in the cemetery, and I also feel a direct interest in the school, of which an ancestor of mine was, if not the founder, one of the earliest associates, and his autograph appears in a *fac simile* contract with one of the earliest schoolmasters there. My family were educated in the school. I therefore wish to express a warm interest in the application of the school, if it can be complied with properly and decorously. I didn't expect to be called upon to say anything.

The hearing was declared adjourned, at 8.56, for two weeks, the committee having decided to pay a visit to the land in question in the meantime.

THIRD HEARING.

WEDNESDAY, May 25, 1887.

Continuation, at 2 P. M., of the hearing before the Committee on Kearsarge Burial-Ground, to consider the petition of the trustees of the Roxbury Latin School to use the whole or a part of the land for school purposes. Present, Councilmen Whitmore, Thayer and Whall. (Alderman N. G. Smith, Chairman, came in later in the hearing.) Mr. Whitmore in the chair.

MR. PUTNAM. — Mr. Chairman, I stated at the last meeting of the committee, in closing, that after we had the view which we had last week, I might want, as the remonstrants have got through, to put on a witness or two,—possibly a member of the Board of Health, and Mr. Waterman, the undertaker. But I think the case has become so simplified down since then by the withdrawal of the most of the opposition, not all, that I need not call upon any of the Board of Health, as they have expressed their view already, by closing the cemetery. Of course closing it for interments is one step towards not having any interments there at all. Mr. Waterman, the undertaker, is here, and what I wish to prove by him is as to the possibility and practicability, in case the city sanctions it, of a decent, orderly, proper and reverent removal of all the remains, both in the graves and in the tombs, to such places as relatives may designate or the city may designate where there are no relatives. If the committee would like to ask Mr. Waterman any questions, he is here to answer them. I should like, if there are any doubts in the minds of the committee as to the possibility of doing that in a perfectly proper and decent way, to say that we propose, where there are stones, to identify the remains by the inscriptions, and, where there are no stones, by the coffin-plates found in the ground, and we can thus completely identify the graves to which they may be removed by putting up such designations as may appear.

Statement of JOSEPH S. WATERMAN.

THE CHAIRMAN. — Are you an undertaker in the district out there?

A. I am, sir.

Q. How long have you been in the business?

A. Twenty-eight years.

Q. Are you familiar with this particular ground?

A. I am, very much so. I have had charge of it more or less, and have had part charge of it for a number of years. Since the establishment of the Board of Health, any question of plans, repairs, or anything of the sort I have submitted to them. They

have had more particular charge of it than I have had, although I have met them there in regard to plans, and so forth.

Q. Have you acted as their agent in taking care of the graveyard at all?

A. I have not been the agent of the Board of Health. Under Mr. Apollonio I used to do anything that needed to be done, but since the Board of Health were established they have done what was needed.

Q. Have you ever made any interments in the yard?

A. None in the earth. There have been no interments made in the earth since I was an undertaker.

Q. Do you know how many interments were made there in past years?

A. I should think there might have been, from time to time, perhaps seven or eight hundred.

Mr. PUTNAM. — You speak of the earth now?

A. The earth in particular, yes, sir.

The CHAIRMAN. — Is there anything, except the three or four tombstones, to show what part of the yard has been used for the purpose?

A. No records have been kept of the interments there. I know a number of persons who have friends buried there have spoken to me in regard to the matter; but there are no records, and for that reason they don't know the particular places where they are buried.

Q. Does the present surface of the ground give any indication?

A. It does give a very general indication of where they are buried.

Q. Can you point out on the map where the bulk of the interments are? Are they done regularly?

A. (Illustrating.) The bulk of them are in a line with this.

Q. Do they extend towards the school or towards the other part?

A. From the school (Illustrating.) This is the school. Leaving out this part, the interments cover just about one-third of the ground.

Q. That is, you think there are none in the portion nearest the school-house?

A. There are none; no, sir.

Q. Have you ever made any soundings or anything of the kind, that would verify your judgment on that point?

A. I speak from the nature of the ground there. There has never been any sign of interments. It is evident from the looks of the ground where the interments were stopped. At the time Forest Hills was established, the city of Roxbury stopped burials entirely. I see but one stone there, and that may be a memorial stone and the body may not be buried there, it is lettered in such a way. It is dated 1850.

Q. What is the length of that back line (pointing)?

Mr. PUTNAM. — It is 279 feet above.

Q. How much width, ordinarily, do you allow for graves, where they are laid side by side?

A. Just about two feet. For adults, two feet six inches : but of course there are a great many children there.

Q. Have you ever had any experience in removing a large number. — say 700 or 800 bodies, — from one graveyard to another?

A. Not so many as that. I don't think I ever removed as great a number as I did from the church in Summer street, just before the fire.

Q. Those were in vaults, weren't they?

A. Yes, sir.

Q. Have you ever assisted or been present at the removal of even fifty bodies at one time, in the ground, from one place to another?

A. I never had any experience in that way.

Q. Have you ever seen any less number of graves opened, where the remains have been buried thirty or forty years?

A. Oh, I have seen a great many opened that have been buried thirty or forty years, — single graves.

Q. What was generally the state of the remains, as far as decomposition is concerned?

A. In some cases the skull and larger bones were left, but in thirty or forty years there would hardly be a trace of the coffin.

Q. The coffin mostly disappears?

A. I know of one case in that very ground, where a child was removed ten years ago, — they dug for it. All they found was a trace of black mould. There wasn't a trace of the skull, bones, or coffin.

Q. Do you think it would be possible to identify, with any precision at all, six or seven hundred different bodies buried there in that ground?

A. We could identify those where we found plates.

Q. The others you couldn't identify at all?

A. There are no records.

Q. If they were buried closely together, would it be possible even to keep the separate bodies distinct?

A. It might be ; it would be possible, perhaps.

Q. Well, wouldn't it be a matter of great expense to provide a coffin or a suitable receptacle for each distinct grave, and put the bones in it that belong to one interment?

A. We wouldn't propose to do that. That never is done. In removals from tombs, the bodies of a great many, or of quite a number, are put into one box.

Q. That is in tombs?

A. Yes, sir ; and in the matter of removal from graves, it would be the same as from the tombs. We wouldn't propose to put every body in a separate box or coffin ; it could not be done, — that is, the remains would not be distinguishable.

Q. Have you any idea of what the expense would be to remove a certain number, say seven hundred bodies, from this yard, — I mean the expense of removing them from the ground simply, without regard to the cost of transportation to any other place?

A. I had an estimate made of what it would cost to trench this ground over, — what we call trenching it over, — that is, to go

right through it the same as they do in any cemetery, and take out every portion of a coffin, every bone, and everything that is there. It would cost about \$700 to go through this piece of ground.

Q. The other expenses, of course, you couldn't figure at all?

A. Not particularly so, because we don't know what we might find. I have figured out that perhaps the boxes and the men would cost a little more, and the transportation to the cemeteries about one-half. But I think those figures are large, because, in case of burials of thirty or forty years, we wouldn't find a great deal remaining in a great many cases.

Mr. PUTNAM. — Do you know the number of identified graves there are still there?

A. I don't remember.

Q. I think there is a list of them that I will try to leave with the committee, of some seventy or eighty. Alderman Smith counted them, and said there were eighty. (To Alderman Smith.) I think you stated that you counted the number of stones?

Alderman N. G. SMITH. — I did in the cemetery one afternoon; but I have forgotten the number now.

Q. I think you said there were about eighty. Now, Mr. Waterman, you have had a good deal of experience in the matter of removing remains from tombs and placing them elsewhere?

A. Yes, sir.

Q. A great many, — probably more than half the remains in these tombs, — have been emptied by removing the remains to Forest Hills?

A. Yes, sir. I find there are forty-two tombs there. Fourteen of them have been entirely emptied, and the remains taken to Forest Hills, and from eleven of the remainder half owners or part owners have removed remains. Three of them were afterwards sold to other parties and occupied.

Mr. WHALL. — Mr. Waterman, how many of these tombs contain bodies now?

A. I should think about one half of them.

Q. About twenty-one?

A. Yes, sir.

Q. What is the custom in taking bodies from the tombs encased in rotten coffins? Is a body, in such a case, put into a separate box, or is it jumbled in with remains that come from other rotten coffins in the same tomb?

A. Well, where the coffin is whole, we usually put the remains in a separate box.

Q. Suppose that it should be in such a condition that the removal of it would be likely to break the coffin, would you put it in a separate box?

A. Yes, sir, if the coffin is weak and there is any danger we place it in a separate box, but, of course, in some tombs, where bodies remain a long time, they are in such a condition that we cannot have a separate box, because in these tombs the first body is placed on the bottom and the next one on top of it, and of course in that way they get —

Q. Crushed?

A. That is the way we find them,—yes, sir, -- and we don't very often find them in such a condition that we can move them separately.

Q. The point I wish to arrive at is this; where it is possible to distinguish a separate body, do you then give that body its separate and especial box to itself?

A. We do, always.

Mr. THAYER. — In going through the earth there, Mr. Waterman, what would be the limit of a boxful? Would you keep filling into a box until it was full?

A. I would if the remains couldn't be distinguished and had no plate; there would be no other way to do. It isn't any fault of ours that there is no record to go by. There are no records, and we have to distinguish by plates, if we can find them, or by tombstones.

Mr. PUTNAM. — On what do you base your estimate of 700 interments in the earth, if there are no records? How do you get at it?

A. That is merely guess-work, — my own judgment, that is all.

Q. Have you counted the number of apparent graves?

A. Yes, sir.

Q. I thought the number rather large. I didn't see how you could get at so many.

The CHAIRMAN. — Before you make your argument. Mr. Putnam, I will read a letter addressed to the Chairman (Reading):—

“ROXBURY, MASS., May 24, 1887.

“Mr. SMITH, *Chairman of Special Committee on Kearsarge Burial-Ground*:—

“DEAR SIR, — Mr. Putnam having stated to me that he had conversed with a number of those interested in the above burying-ground, and that a great majority of them had withdrawn their objections in the matter, I desire to state that the parties for whom I am interested, in regard to the Morse tomb, have in no way withdrawn their objections to the removal of the bodies therein contained, and are prepared to insist on their objections. Moreover, in conversation with one or two who have been reported as having withdrawn their objections, I find that they have not done so. I trust for one that the lot will be allowed to remain as it is, and not given up for a play-ground, when it will become a great source of trouble to surrounding residents.

“Respectfully yours,

“E. G. MORSE.”

Mr. WATERMAN. — In regard to the grounds remaining as they are, no one can say that the grounds can remain as they are, for granite is being thrown off by the action of the frost every year, and there are three tombs there simply fastened with bits of wire. Now, Mr. Morse, in making his remarks, thought that this cemetery had been set to one side and nothing done with it, while other cemeteries had been fixed up. Now, in the case of the King's Chapel and Granary cemeteries, those are underground tombs.

There is three or four feet of earth upon them and a slab underneath, but these tombs are above ground and have locks on them that rust off and drop off, and all at once we find that boys get on to the tomb and get into it, and the neighbors make complaint. Then others have padlocks on them, and a boy comes along with a stick and knocks off the padlock. I don't think there is any other cemetery in the city that is in the condition that this cemetery is in and has been in. I know I met the Board of Health and went through there with them, and they could suggest nothing in the way of spending any money there, and I couldn't recommend them to spend any money there. I am a citizen of Roxbury, and would like to have money spent in that part of the city, but certainly considering the condition the cemetery is in at present I cannot recommend it.

The CHAIRMAN. — What prevents the putting of the tombs in order?

A. There was one tomb I went to at the request of a lady. The lower part of the door, at one corner, had rusted out, and there was a hole big enough for a cat to run in. That was the Faxon tomb. She asked me what I could do to fix it? What could I tell her? \$50 would put in a new iron door. With regard to the Jones tomb, which was open, a lady asked me the other day what would fix it. Said I, "Fifteen dollars will put you in a new iron lock on an iron door." It is a good deal of work. There was a little bent iron, and I had a plumber come and fix it so that it will hold for a while. That was all I could do. I don't think that lady would be willing to spend \$15 to buy a new lock for that tomb, especially as it will be likely to rust out in future years.

Q. I would call your attention to the fact that the Board of Health, under the ordinance, have that duty imposed upon them: —

"The said Board shall have the care and custody of all the burying-grounds belonging to the city, excepting the Mount Hope and Cedar Grove Cemeteries; shall keep the same in good repair and secure from trespassers; and shall prevent any and all nuisances therein."

Is that being done at present out there? Are those grounds, irrespective of the tombs, kept in good repair and free from trespassers?

A. Some time ago there was a complaint made with regard to boys playing base-ball there —

Q. My question was —

A. I wish to explain, sir.

Q. I wish in this matter that you would just reply first to the one thing I asked you about, without giving your reasons, which you can do afterwards, if you desire. I only want to know the fact, because if it is done I shall want to make a further statement. I want to know if, in your judgment, the Board of Health have been keeping the grounds, irrespective of the tombs, in good repair and free from trespassers?

A. I think they might do so if there were policemen there all the time.

Q. Are they now?

A. They could be kept so by having policemen there all the time.

Q. I don't want to know what they could do. What are they doing?

A. Well, I don't think they are doing it now.

Q. That is what I want to know.

A. I don't think they are. But there is a point I wish to make, — perhaps you won't allow me to make it, — with regard to the boys playing there. I ask the question, What will they do when the neighbors find that boys play ball there? They don't like to see the boys running around the tombstones and knocking them with their bats. Then you apply to the Board of Health and say that they should have it stopped. The police can have it stopped by having policemen there all the time.

Mr. WHALL. — As a matter of fact, do the boys play ball among the graves?

A. Yes, sir.

Q. Do they hit the tombstones with their bats?

A. That is what the neighbors say.

Q. Do they run over the graves?

A. They do.

The CHAIRMAN. — That point being settled, I will now refer to the Public Statutes, Chapter 82, Sect. 27: —

“When, in the judgment of the Board of Health of a city, a tomb therein needs repair, such Board shall give notice thereof to the owner, or any one of the owners thereof, requiring said tomb to be put in a proper state of repair within three months from the date thereof; and if the owner of such tomb is unknown, the Board may publish notice in the manner provided in the preceding section, requiring the owner to repair such tomb within the time above mentioned; and if the owner does not so repair such tomb, then the Board may enter upon the same and make the repairs needed, at the expense of the city.”

In what you said before, did you have that in mind? You say that the tombs can be repaired. If the statute is as I have read it, that the thing can be done, do you know whether any notice has ever been given to any owner of a tomb to repair his tomb, and he has neglected to do it?

A. I don't know, sir. I have notified Mr. Babbitt, of the Board of Health, in regard to these tombs being open. I went up afterwards and saw one fastened with a rail and the other one was open. The daughter of the owner came to see me, and I went up there, and the next day I had it fastened with a little bit of bent iron, and just fastened into the granite. I had a plumber come up and secure it in that way.

Q. Do you know as a matter of fact whether the Board of Health, so far as you know, ever made any substantial repairs on any of the tombs?

A. No extensive repairs, no, sir.

Mr. WHALL. — Mr. Waterman, isn't it a fact that one of these tombs is in such a condition that the masonry is several inches away from the granite front?

A. Yes, sir, that is a fact.

Q. So that a cat, or any animal of the size of an ordinary cat, might get in?

A. Yes, sir, big enough to admit a man's body, almost, in the state it is in now.

Mr. PUTNAM. — He is speaking now of one with a great hole in the top?

A. The one I spoke of which had a hole big enough for a cat was where one corner of the iron door had rusted off, leaving a large hole.

Mr. WHALL. — Isn't there one tomb where the top is broken away so that it has left a hole large enough to admit a man's body?

A. Yes, sir.

Q. So that a man walking on top might fall through?

A. Oh, yes.

Q. Isn't there another tomb where the granite front has so fallen away from the masonry used in making the arch that it might admit a cat or an animal of that size?

A. Yes, sir.

Q. And those defects have existed how long, according to your knowledge?

A. This thing has been going on — well, the first I noticed of that granite falling away was some five or six years ago.

Q. It has been continuing all the time?

A. Yes, sir.

Q. And how long has the hole in the top of the tomb continued?

A. That has been three or four years that I know. The first I discovered was that the boys had got a piece of timber and run it down through and left it sticking out at the top.

Q. Whether or not the Board of Health in either of these cases made any repairs?

A. No repairs were made.

The CHAIRMAN. — Were they notified of it?

A. They have been notified from time to time.

Mr. WHALL. — It is their business to find out. They are the custodians of the ground.

The CHAIRMAN. — I would like to ask in regard to this case of the falling in of the top, what would be the nature of the repairs? Was it a brick arch, in the first place?

A. Yes, sir; and the granite has been thrown off from the arch so that it would be quite an extensive job to repair it.

Q. I don't know that it has any bearing on the case, but the evidence we had in 1879, in a similar case, was that in the Granary Burial-ground in several instances tombs had unexpectedly caved in after a severe winter. There were three or four such instances cited before the committee, if I remember aright. We had a record showing that the weight of snow in winter was very apt to cause such defects, and it doesn't appear remarkable that it has happened out in that burying-ground. People might seem to think that no other such case had happened in the city, but the evidence

is that it has taken place in the Granary Burying-ground, and I know it as a matter of fact myself. I know of cases where tombs have caved in when the spring has come, and they have always been repaired.

A. That is where they are covered with wood instead.

Q. I suppose so.

A. Where a tomb gives way and caves in, in the Granary Burying-ground, we very often have to put in a new covering; but most of the coverings there are slate.

Mr. WHALL. — My object in drawing the attention of the committee to the points I did was to show the fact that there was negligence somewhere.

Mr. CURRIER. — I would like to ask Mr. Waterman one or two questions. Do you know whether these tombs where the masonry has started away are occupied?

A. There are some bodies; yes, sir.

Q. I wanted to ask also about the possibility of identifying bodies buried many years in the ground, by means of coffin-plates? How long will they last so as to be legible?

A. Sometimes after twenty or thirty years we can get enough so that we can find out the name, by looking very carefully.

Q. Wasn't it formerly, years ago, the custom to take the plates off coffins and preserve them, and not bury them with the coffins?

A. It has never been so in my day. They always have put them in.

The CHAIRMAN. — It was a custom?

A. Yes, sir; it may have been the case with bodies buried by my predecessor, Mr. Seaver; not by myself.

Mr. CURRIER. — That practice continued for many years, and I suppose that many of the coffins in this burial-ground were put into the ground without any plates.

The CHAIRMAN. — I would state for the information of the committee that the practice still obtains in New Hampshire. While I was visiting there last year I saw in one house four coffin-plates in the dining-room, over the mantel-piece, and, as you may imagine, they presented a very cheerful appearance.

Mr. PUTNAM. — Since the last hearing, the Misses Faxon, who represent the tombs that Mr. Currier spoke of, — Nos. 21 and 33, — have written me a note withdrawing their opposition, and requesting and, apparently, desiring to have the remains removed whenever it can be done. The letter is as follows: —

“Your courtesy invites us to make personally the plea which Mr. Currier kindly undertook to make for us. As a result of the uncertainty and reserve naturally attending the expression of the opinions of others, his remarks were certainly open to misconstruction, and must have suggested the idea that we desired compensation for relinquishing our claim, in addition to payment of the expense involved. A plain statement of facts will be the best explanation. After interments in the Kearsarge Burying-ground were prohibited by the city, we purchased one-half of a small lot in Melrose, which was ample provision for us, the sole survivors

of the Faxon family. It is possible that it may prove sufficient in case of the proposed removals ; on this question others are more competent to pronounce. But an obstacle exists, in the fact that the joint proprietors of the lot in Melrose would object to the placing there of the antiquated stone which surmounts our tomb in Kearsarge Burying-ground, and which has become consecrated to us, from its long association with the burial-place of our family. We should desire to purchase a small lot which would be absolutely ours. We hope that it is not making an unreasonable demand, to ask that the trustees shall pay the balance required for the purchase of such a lot, after the sale of that which we now hold. We do not insist or make claims. The manner in which the remonstrants have conducted their case has made us very much the friends of the petitioners. We are sure that it is their desire to do justice to all, and we are quite willing to leave the case in their hands. As we assured you yesterday, since the change, which at first we deprecated, must come (and that it will come sooner or later we are assured), our hearty good wishes go with the Roxbury Latin School.

“ Yours very truly,

“ Miss MARY FAXON.

“ Miss RUTH H. FAXON.”

These remonstrants withdrew, standing, of course, on our proposition to remove the remains and pay the expense. There were several other remonstrants here at the last meeting, and I wrote to them afterwards and found the number of their tomb. I have a note from them in which they speak in regard to the matter, and, among other things, they say that they desire, if the bodies are to be removed, “ they would be removed respectfully to any other cemetery where we desired them to be put ; and so, if that is the case, we are both willing for them to be removed, providing I am on the ground when it is being done.” That is from Mr. and Mrs. Adam Blackwood, who represent remains in one of the tombs which appear on that list, — No. 14. Several others have practically announced their intention of releasing to us ; among them, I may state Mr. Goddard, representing No. 8. As the matter stands now there are only the representatives of two tombs who appear here as remonstrants, — the Morse tomb and the Childs tomb. The Childs tomb Mr. Hall spoke for quite vehemently, much more so, I considered, than the occasion demanded ; and those are the only remonstrants who are left among the tomb-owners. Dr. E. G. Morse continues to object, as may be seen by his letter here to-day. Mr. L. Foster Morse told me this morning, and authorized me to state to the committee, that so far as he was personally interested in the tomb — his father and mother and one other relative are buried there — he would be glad to have their remains removed to his lot at Forest Hills, which, of course, we should propose to do. Mr. Cheney, whose mother was a Morse, as I understand him, would be glad to have the remains removed from the Morse tomb. (Mr. Cheney, who was present, assented to this

statement.) I don't know how many remains there are in that tomb to the removal of which the immediate relatives object. Of course we don't stand here to press anything against the sincere remonstrance of people who don't wish anything to be done. We don't stand in that position at all, and we don't desire to stand before the City Council in that position. But, as I say, only those two remonstrants remain, and only a part of the Morse family remonstrate; and if it is desired that these two tombs should be set apart or fenced in, I don't think there would be any objection. There is practically, as the matter stands, objection only on behalf of certain portions of the contents of two tombs.

The CHAIR. — I gave notice a little while ago in regard to one tomb there.

Mr. PUTNAM. — I understood you to say that, as far as you were concerned, you shouldn't object?

The CHAIR. — Exactly the reverse.

Mr. PUTNAM. — Then there are three. But I am speaking now of the testimony taken by the committee. Of course any member of the committee can speak for his own tomb. I didn't understand that there was any other objection. So much with regard to the opposition. I will speak now with regard to the graves, speaking first in relation to the remonstrants. Mr. Baldwin is a representative of persons buried in a grave there, and at the last meeting, as will appear by the record, he said, in reply to a question of mine, that he and his brother were contemplating the removal of remains from that grave to Forest Hills, and that it was only a question of time, — when his brother came home from Japan in a year or two, more or less, — when he intended to make arrangements for the removal. I asked him, "If we should help do it now, and bear our fair share of the expense, would you object to its being done sooner than your brother's return?" He did not reply with a direct negative or direct assent. But I have since talked with Mr. Baldwin, who appears to be a reasonable man, and he seemed to acquiesce and rather to desire it than otherwise. Of course if the opposition is persistent on the part of some of the remonstrants, we should like to take so much of the ground as we could, without interfering with the wishes of those parties; but we would prefer to have the whole of it. Besides Mr. Baldwin, there are no representatives of any identified graves that appear here to remonstrate, and there are seventy or eighty identified graves. The list of them I have here, and I will put it in for the convenience of the committee; and I have also the list of the tombs, which was taken off some years ago. I think the list of the graves shows seventy or eighty. So far as graves are identified by stones, of course the remains taken from them could be put into graves elsewhere similarly identified by the stones, and Mr. Waterman has told you how that could be done.

In regard to the statement that has been made that there are six hundred or so graves there, the estimate seems to me to be very high, because there is no indication on the ground of there being so many as that. But supposing the number to be that, I don't know how much weight this committee or the city council

will attach to entirely unidentified graves of forty, fifty or sixty years ago. There do not seem to have been any relatives or any one else interested in them, as there has been no stone put up in each case. If they were unknown persons whose names cannot be ascertained who have no representatives living, I don't know, of course, just how much weight the committee or the city council would give to the fact of the existence of those graves, when the chance offers itself to put the ground to a good use, and especially when we propose to remove the remains at our own expense to another and a better resting-place.

Any matters of law or questions of the legal bearing of the proposition I don't care to discuss, as you have the corporation counsel who can give you whatever information you may desire on that point. While we do not wish to ask the city government to grant us this opportunity in the face of the real wishes, persisted in, of the remonstrants — as we sympathize with them and would respect their rights as much as the city council would — still we do think that where practically all opposition, or most of the opposition, seems to have been withdrawn, and where there is very little opposition in proportion to the number of graves and tombs, you would be justified, so far as this particular case is concerned, in allowing the change to be made. Of course the question of policy I will come to as an independent question, but so far as the remonstrants have shown in this case it does seem to me that the objections are not sufficient to defeat the good and proper use that the city is asked to allow to be made, if we satisfy you that what we ask for is a good and proper use.

A few words as to our petition and the position of the petitioners — the trustees — and what we ask that the city will do if it can.

In the first place I want to call the attention of the committee in behalf of the petitioners to the character of this institution and its standing in the community to-day. Mr. Morse, who objected on behalf of some of the remonstrants, had occasion to allude to the good work being done by the school, and its reputation must speak for itself to you all. It is one of our oldest educational institutions. It was founded by the Apostle Eliot, in 1645, and is one of the oldest schools in this part of the country. Now that we are a part of Boston, gentlemen, its history has become a part of the history of Boston. It is one of the institutions of which the city should be proud, and which it will continue to have reason to be proud of, if we keep up to its present standard.

Its position in the community demands that it should have additional accommodations in order to meet the immense growth of the Roxbury and West Roxbury districts and to meet the educational needs of the boys who desire to go to college and to the Institute of Technology. Roxbury and West Roxbury are increasing in population with great rapidity, and this is an institution which can be of benefit in the education of the boys who are growing up there and who want the kind of education that we stand ready to impart. We are in substance and practically a part of the free school system of Boston; the school is conducted without expense to the tax-payers, and I may say, being a member of the Board of

Trustees, that the greatest credit belongs to the masters, the head-master, Mr. Collar, having a very high reputation. Any assistance which the city can legally and properly give us will be a great benefit to the general educational interests of Boston.

Now that fact has been recognized by the passing of a statute in 1869 which gave the city express authority to appropriate money, if it saw fit to do so, for this school. The city, as Mr. Collar has stated, did, for two or three years, give us sums of money; but we have always preferred to remain independent, and not ask for any appropriations from the city. We simply ask now that the city shall assist us by taking this step, in two ways:—in the first place, in enabling us to give the coming generations of boys who will be educated there that kind of athletic training which the times demand, which helps to make them better, stronger and brighter boys, and more useful citizens and abler men; and, in the second place, that we may increase our educational facilities by building on our present yard. I am sorry to see the chairman shake his head at the idea that athletic training is good. I regret that he apparently differs with me on that point.

The CHAIRMAN. — My objection was simply to the idea that they were to get that training as part of their school education. They will get it out of school hours if at all. You want the play-ground for their use out of school hours.

Mr. PUTNAM. — Well, they will have half an hour every day during school hours, and that is as much as gymnasts will allow a boy to exercise in gymnastic training. They will also play a good deal before and after school and during the short recesses at the end of each school hour. That play-ground will not be exclusively for the use of our boys, but will also be used generally by the town boys, and will be a good thing for the growing youth of Roxbury. There is no doubt of it. The grounds can, if this change is made, be used under proper restrictions and regulations, instead of having the trespassing and desecration that are continually going on at the present time. I wish every public school in the city could have such a ground. As this happens to lie contiguous to our school and can be put to that use, I don't think that the fact that others cannot have a similar ground should be used as an argument against our boys' having this.

That is one consideration; in the second place it will give the school a chance to grow and enlarge its strictly educational work, which it cannot otherwise do, by building an additional building in its present yard, to meet the demands of education which the times call for, in the way of a physical laboratory, a chemical laboratory, a lecture-room, a gymnasium for stormy weather, and the various departments of work which the school enters into in fitting boys for college and the Institute of Technology. There is demand enough in that direction to call for more than the supply we can give, even if we have this land at our disposal; but if this opportunity is given to us it may enable us to help materially in the work of education, and thereby save the city a large expense. It will be just the same as if you were to have the money which we expend in carrying on the school placed in the city treasury for the public schools.

It must appear, I think, that this is a good thing for the city, and would be a decided addition to the city's educational facilities. There is one other aspect in which this question may be considered. Some suggestion was made that the city ought not to give us this, even if we paid the expense of removing the remains, unless we paid the value of the land. Some such intimation was made. In the first place it would be a very reasonable and wise thing for the city in the way of an appropriation to give us the value of that land, as there has never been an appropriation made for our school by the city since 1871. But we do not ask for it in that light. We simply depend on the city's generosity in looking after its educational interests in making this request. We have no private interests; we are a part of the public educational machinery of the city just as much as the school committee or the city council are, and we say it would be a good thing for the city, even considering it was an appropriation of money, to give that land for that purpose, granting if you choose some public use for the other boys in the district out of school hours, although, of course, we should prefer to have it entirely under own jurisdiction. But this is not, strictly speaking, giving us anything of money value, because the property does not stand upon the books of the city or in the auditor's report as an asset of value. It has not any market value; it is not in the market, and is not a marketable piece of land. It never costs the city anything; I mean in the way of purchase, although it has cost something — not much — to keep it in repair, and the city undoubtedly never proposes to sell it as an asset or in any other way to treat it as a piece of marketable property. Therefore it is not giving us anything of pecuniary value. So it seems to me that we are not asking a favor or a gift from the city, but we are simply asking for an opportunity to use our own money in such a way as to prepare a piece of land not now used except as a repository for these remains, for educational purposes. Furthermore this ground has been closed to burial by the Board of Health and no one can now be buried there. It is a very unsightly spot, and I do not think that any efforts of the Board of Health or the city can at this time, after fifty years of neglect and desecration, turn it even into a respectable burial-ground, much less into one around which any sacred associations will gather. General Burrill testified the other day that as long ago as when he was a boy the boys used to play there. We have very strict regulations in regard to school-boys entering the grounds (our boys never go there except to get a ball that has gone over from our yard), but we cannot prevent boys from outside from getting in there and desecrating the place in the afternoons, and it certainly is not in as good condition as it ought to be for a burial-ground. The desecration has continued too long for the city, at this late day, to be able to turn it into a place that we can regard with pride, affection, attachment, or any such sentiment as should attach to a cemetery. Therefore I do not think it would be wise for the city to attempt to turn it into such a cemetery by spending money on it, when a better use, such as we have asked for in this petition, is proposed.

I will not discuss here the legal question as to the city's right to

the title of that cemetery. That is a question which your corporation counsel can answer, if he is asked, and he can also answer in regard to the city's right, in spite of remonstrance, if it so chooses, to change the use of the ground in such a way.

The CHAIRMAN. — The committee have received from Mr. Dary a statement from the First Religious Society in regard to the stand which was taken by that society, in which many legal questions are involved. So I presume the committee will submit that to the corporation counsel, and you will have a chance to submit anything you choose.

Mr. PUTNAM. — Mr. Dary didn't send me a copy of any such document, so I have had no opportunity to examine it. I suppose I can get a copy, and I will prepare a written reply to it.

The CHAIRMAN. — We take it for granted that a full opportunity will be given for consideration of the matter by the corporation counsel.

Mr. PUTNAM. — I do not know as there is much more that I care to argue. We don't seek to force this matter through against the wishes of the remonstrants or to urge anything upon the city. We stand simply as public trustees, with precisely the same interest in education as the city itself has, and precisely the same regard for tombstones and the right of tomb-owners, as the city itself has. We simply ask the city to coöperate with us in doing a good and useful thing, which will not, in my opinion, excite any ill-feeling or opposition, as things look now. The members of the committee will remember seeing at the view, Mr. Soren, the only member whose house abuts on the cemetery. He has told me and authorized me to state to the committee that thirty years ago some neighbors gathered in his house and had a meeting, hoping, as long ago as that, to have every vestige of the burial-ground removed from there and the lot opened for such purposes as we proposed under our petition. I do not know to whom Mr. Morse can refer in his letter, and he certainly cannot mean parties residing on this part of Kearsarge avenue. All the neighbors that I know of there favor the change, and have so stated to the committee at the time of the view. Mr. Hubbard so stated to the committee, and Miss Winslow, the daughter of Commodore Winslow, stated that she was strongly in favor of the change.

There is one point raised by Mr. L. Foster Morse in this connection which I think ought to be considered. He stated, that while objecting on behalf of the owners of the tombs, he also, thought that Kearsarge avenue ought to be extended through the cemetery to Greenville street. With regard to that suggestion of having Kearsarge avenue through here, as far as the school is concerned, of course, we would rather have the whole of it as a playground, because we think it would be better for games of ball and all such games that boys like to play to have the whole ground. If the city propose to put Kearsarge avenue through here it would not interfere with us very seriously. It would go through a part of Mr. Soren's garden there, which would be an inexpensive matter, as there are no buildings on it, and there is no very high value to the land. If that were done the public would be the gainer in two

respects — the boys would have this as a play-ground, and the general public would also have the street.

The CHAIRMAN. — That street couldn't be put through without an act of the Legislature.

Mr. PUTNAM. — That is possible. I would say in regard to the objections in respect to the Childs tomb, down here, that rather than allow it to stand in the way of our petition we will let the tomb remain there without interference. If the Morse family continue to insist, although some of their representatives who are interested in that tomb are not only willing but anxious that the change should be made, we could probably follow the same course in respect to that tomb. There is also, if the question becomes reduced down to that, a considerable amount of vacant land in this part of the cemetery which is hardly occupied at all, and we could use that and fence off the part where the tombs are. That land would be of very great value to us if we cannot obtain the whole. The order we would suggest is this — an order authorizing a change of the use of the land of the Kearsarge burial-ground, so that it may be used for school purposes, with a proviso, if the city council choose to attach it, that the removal of all the remains be done under the direction and control and complete supervision of the city authorities — the Board of Health or any other officials the city may choose to designate, — and a proviso, also, that no buildings shall be constructed upon any part of this land, so that there shall be no running down of cellars, which will in any way touch any remains that may be left after the attempt to remove them all. We don't ask for a conveyance of the land, though we should like it; we would be satisfied with the vote of the city authorizing the mayor to execute to us a deed for the use of that land. We should trust to the good faith of the city to allow us to enjoy it so long as the use turned out to be for the public benefit, and not in any way a public nuisance.

That form of order with such provision attached, would protect every tomb-owner or representative of a grave, because, if it was done under the supervision of the Board of Health, or any other authorities of the city, it is perfectly sure that the rights of all these remonstrants will be fully looked after, and that the removal would be done in such a way as to respect all the rights and feelings of the tomb and grave owners. It seems to me that is all I need say, Mr. Chairman, to illustrate our position before the city. Unless there are some questions which you wish to ask me I will leave the case here.

Adjourned at 3 : 30 P. M.

APPENDIX B.

STATEMENT FOR THE TRUSTEES OF THE GRAMMAR SCHOOL IN THE EASTERLY PART OF ROXBURY ON THE LEGAL RIGHTS OF THE CITY IN REGARD TO THE KEARSARGE BURIAL-GROUND.

The land was conveyed by Dr. Bugbee to the First Parish in Roxbury, by deed dated June 18, 1818, in fee simple, absolutely, and without any condition or trust; interments were made in it as a burial-ground; in 1825 the pew-holders of the First Parish meeting-house were incorporated as the First Religious Society in Roxbury; said society continuously managed said burial-ground until 1841. In January, 1828, said society offered said burial-ground to the town at cost, and the town declined the offer. On January 4, 1841, the society offered said burial-ground to the town "without condition, providing they will accept the same"; and on March 15, 1841, the town accepted the offer "without consideration."

From March, 1841 to the present time, the said society has exercised no acts of ownership whatever in the burial-ground, and the town of Roxbury, city of Roxbury, and city of Boston have successively had exclusive possession, control, and management of the same as a public burial-ground, and have uninterruptedly exercised undisputed ownership in the same. On June 25, 1849, the city of Roxbury, by vote, discontinued burials in graves from and after July 1, 1849. In November, 1883, the city of Boston discontinued interments in the tombs; and on March 28, 1887, the society passed a unanimous vote that its preference is "that the whole or a part of said land be devoted to such school purposes as the trustees of the Grammar School in the easterly part of Roxbury may desire."

Upon these facts the following questions arise:—

I. In whom is the fee of the land?

II. What private rights, if any, have accrued and still exist in graves?

III. What private rights, if any, have accrued and still exist in tombs?

IV. Has the city the right to remove the remains?

V. Has the city the right, after removing the remains, to grant the petitioners the use of the land for school purposes?

I.

The deed of Bugbee to the parish; the incorporation of the parish into the society; the votes of the society and the town of Roxbury, in 1841; the incorporation of the town into a city, in 1846, and the annexation of the city of Roxbury to Boston, in 1868, vest the title of the fee in the city of Boston.

St. 1824, ch. 133.

St. 1846, ch. 95.

St. 1867, ch. 359.

Rumford *v.* Wood, 13 Mass., 193, 199.

Independently of the votes of 1841, continuous, exclusive, undisputed, and adverse possession under claim of title, and the exercise of acts of ownership, by the municipality for forty-six years (1841–1887), with the acquiescence of everybody, has vested the fee absolutely in the city of Boston, and the presumption of a lost deed of grant in conformity to this possession, and to the votes of 1841, is conclusive in law.

Lakin *v.* Ames, 10 Cush., 198, 214, 215, 216, 218, 219.

2 Washburn, Real Property (495*), *et seq.*

If, upon these facts, any personal trust arose on behalf of the individual inhabitants of the territory formerly comprising the parish, such trust and the right of burial thereunder were subject to the right of the municipal authorities to assume control (Lakin *v.* Ames, 10 Cush., 198, 218, 219), and to discontinue interments, and were, therefore, terminated by the votes of 1841; but no such personal or territorial trust arose. The inhabitants of the parish were a corporation, and in that corporation the absolute title vested under the purchase from Bugbee. The title passed absolutely to the new corporation (the society) by the act of 1824; and that corporation in turn granted it in 1841 to the municipal corporation. All the individual rights of the inhabitants of the

parish, and of the pew-owners of the society in this, and all other corporate property, were vested in the respective corporations successively, and subject to the corporate action thereof, and to the action of the Legislature. There is no more reason to argue that the present or future inhabitants of the old parochial territory have a right of burial in this ground, than to argue that they have a right to occupy the pews of the society's meeting-house which was also transferred by the act of 1824, or any other property of the society.

No "charitable trust" within the rule of perpetuities or within the doctrine of *Drury v. Natick*, 10 Allen, 183, was created. There was no gift or devise upon any trust, but merely a corporate purchase with corporate funds for a corporate purpose, — to wit, burials, — and subsequent corporate transfers to other corporations successively for the same purposes. There are in this none of the elements requisite to the establishment of a perpetual charitable trust by gift or devise.

II.

THE GRAVES.

No burial-lots having ever been sold, no private titles have been acquired in the soil unless such titles have been created by the interment of bodies.

It is well settled that, in the absence of private burial-lots, no person has a legal title either in a body deposited in the ground, or in the piece of ground in which said body is deposited.

Meagher v. Driscoll, 99 Mass., 281, 284.

Weld v. Walker, 130 Mass., 422.

Guthrie v. Weaver, 1 Mo. App., 136.

"It (*i.e.*, the right of burial in a public burial-ground) is not a property in the soil, nor to compensation for the same, if, upon the ground having ceased to be used for burial purposes, the friends of the persons buried therein are required to remove the remains." 1 Washburn, Real Prop. (*9) (5th edit. 1887, p. 35,) and cases cited.

"A dead body is not the subject of property; and after burial it becomes a part of the ground to which it has been committed, 'earth to earth, ashes to ashes, dust to dust.'" Foster, J., in *Meagher v. Driscoll*, 99 Mass., 284.

"Neither the husband nor the next of kin have, strictly

speaking, any right of property in a dead body." Gray, *C.J.*, in *Weld v. Walker*, 130 Mass., 422, 423.

"The sepulture of friends and relatives in a cemetery belonging to a religious society confers no right or title upon the survivors, and they cannot prevent a sale of such cemetery by the corporation and the removal of the interred remains, when such removal is in all respects conducted according to law." Chapman, *C.J.* in *Sohier v. Trinity Church*, 109 Mass., 1, 22, citing *Windt v. German Reformed Church*, 4 Sandf., Ch. 471.

"There is no property in a corpse; the relations have, in regard to it, the right of interment; and this right having been once exercised, no right to the corpse remains except to protect it from insult." Bakewell, *J.* in *Guthrie v. Weaver*, 1 Mo. App., 136.

When an interment is made, therefore, the body follows the title of the land, and no change is made in the fee. There is, furthermore, no written instrument conferring upon any private person any interest in the land in compliance with the statute of frauds, Pub. St. ch. 14, s. 1., cl. 4. An interment is only an executed license, and, therefore, does not affect the title to the fee.

1 Wash., Real Property (398*) *et seq.*

III.

THE TOMBS.

The tombs were built by private individuals, to whom permits were given to build them, and they carried with them, when built, the right to deposit bodies in them upon or above the surface of the ground. This right was a license terminable at will by the municipal authorities as to future interments, and it was so terminated in 1883.

As long ago as 1852, thirty-five years ago, four years after Forest Hills cemetery was dedicated, and three years after the Kearsarge (then Warren) Cemetery was closed for interments in the earth, a committee of the Roxbury City Council, appointed to secure the removal of all remains from these tombs to Forest Hills, reported (*Roxbury Rec.*, vol. 2, p. 497) that the tombs "were improperly constructed when first built, and can now hardly be considered as even tenantable for the dead;" that many of the proprietors had removed remains to Forest Hills, and that the others would do so in time, in accordance with a growing public sentiment

in favor of rural cemeteries more remote from dwellings and business. It is needless to add that, during the thirty-five years since then, many more of the tombs have been emptied, and they have become still more delapidated in structure and unfit for human remains.

Whether or not this license to keep bodies in a tomb above ground is revocable, so that the city can at any time direct the removal of them, is a question which has been stated, but not specifically answered, by the Supreme Judicial Court, though it is clear that the legal title of the land on which the tomb is built remains in the city. 109 Mass., 1, 23.

It would seem, however, that the license is so revocable in accordance with well-settled legal principles (*McCrea v. Marsh*, 12 Gray, 211; *Burton v. Scherpf*, 1 Allen, 133; *Wood v. Leadbitter*, 13 M. & W., 838); and that all rights of tomb proprietors under said licenses are fully satisfied on payment by the city of the expense of removal and decent interment elsewhere. (See Ruggles Report in re Beekman street, pp. 21, 44.) This expense — in the case of both graves and tombs — the petitioners offer in this case to pay, if removal is decided upon, and if the petitioners are to have the use of the land for school play-ground purposes.

The legal question is comparatively unimportant in the matter of the tombs, for the reason that many owners of empty tombs have assigned their rights, unconditionally and without consideration, to the petitioners. The owners of many other tombs containing remains have assented to the removal of the remains from them; and of the remaining tombs, the owners of only three or four make any objections whatever to the proposed removal. The tombs of the objectors, or all the tombs containing any remains, or, for that matter, all the tombs both empty and occupied, may, so far as the petitioners are concerned, be left just as they are, with full and unobstructed right of access, and fenced off, if desired, from the remainder of the land, like the tombs on Boston Common. The amount of land actually occupied by them is small.

IV.

THE RIGHT TO REMOVE THE REMAINS.

Of the city's right to remove the remains and inter them elsewhere, — provided it is done without expense to relatives of the deceased persons and proprietors of tombs, and the removal is made to the new places of interment designated by such relatives and proprietors, in cases where any such

designation is made, and the present headstones set up again, — there seems to be little doubt.

“Rights of burial in church-yards, and pew-rights in churches, although required by deed of a particular lot or pew, are only easements in land belonging to the religious society which owns the church and the church-yard. It is an easement in, not a title to a freehold, and is to be understood as granted, and taken, subject, with compensation, of course, to such changes as the altered circumstances of the the congregation or the neighborhood may render necessary.”

Washburn on Easements (3d edit.), 1636.

The city, — and its predecessors the parish and society, — entered into no contract, expressed or implied, that the bodies should forever remain on the very spot where they were first interred. If there were any such contract, the legislature would be as powerless, constitutionally, to impair its obligation as the City Council. New graves in other burial-grounds, or in other parts of the same burial-ground, marked with the same monuments, in cases where relatives have set them up, more than fulfil all legal obligations assumed by the general owner of the fee. The law neither requires nor permits a perpetual estate in mortmain upon land. The permanence and stability which burial-grounds practically enjoy is based upon the conservative and reverent sentiment of the community, of which its local representatives in city councils and town meetings are the proper and jealous guardians, not upon any iron-clad legal barrier. That sentiment can be safely relied on to prevent disturbance of human remains until, in the progress of events, a proper demand for use of the land for other purposes arises; when it does arise, and the proper time comes, — as we submit it does in this case, — the law does not stand in the way of the diversion of the land to such use.

In accordance with the well-established legal principles governing burials, as above cited, it has long been the unbroken custom in this Commonwealth for towns to remove remains from one public burial-ground to another when occasion arose, and then to use or sell the land for other purposes. Their right to do this has never been judicially controverted, and was referred to without challenge or adverse comment by the Supreme Judicial Court in *Fay v. Milford*, 124 Mass., 79: —

“A burial-ground in the town of Milford having become unsuitable for the burial of the dead, the town, in 1859, de-

cided to abandon it and purchase another tract of land for burial purposes. . . . Provisions were also made for removal of the dead (from the old to the new burial-ground). Portions of the old burial-ground were afterwards sold, and some of it was appropriated by the town to other purposes."

Endicott, *J.*, in *Fay v. Milford*, 124 Mass., 79 (1878).

This well settled right of towns was shortly afterwards recognized by the Legislature, and was taken away as to graveyards more than a century old, by St. 1880 ch. 153, now Pub. St., ch. 82, sect. 16, thereby pointedly affirming the right as to cemeteries less than a century old.

"No city or town shall alienate, convey, or appropriate to any other use than that of a burial-ground, any tract of land which has been for more than one hundred years used as a place of burial of the dead; and no portion of such burial-ground shall be taken for any public use without special authority from the Legislature; but this section shall not apply in any case where the town had given its consent to such use, or where special authority therefor had been granted by the Legislature, prior to the twenty-eighth day of April in the year eighteen hundred and eighty." Pub. St., ch. 82, sect. 16.

It is very improbable that so eminent and learned a jurist as Hon. E. R. Hoar, formerly a distinguished member of the Supreme Judicial Bench, and Attorney General of the United States, would have advised and drawn so specific a statute unless the law was previously well established that towns possessed full power over all public burial-grounds. There can be no presumption that this statute was unnecessary and that towns did not possess the power which this statute assumes to exist and expressly curtails.

If towns did not possess this power before, it was conferred by this statute by inevitable implication on well-recognized principles governing the construction of statutes.

The attorney for the society finds that three special acts have been at different times passed by the Legislature, authorizing certain towns to remove burial-grounds, and from this he argues that, therefore, those acts were necessary in those cases, and a similar act is necessary in this case. Neither conclusion follows. In the first place, many unnecessary acts are passed by the Legislature. In the second place, two of the acts cited (Northbridge, 1883, ch. 28; Abington, 1881, ch. 147) were passed since statute 1880, ch. 153 (Pub. St. ch. 82, sect. 16), and presumably were necessitated by

the latter act which expressly requires express legislative authority in certain cases; and the third (W. Stockbridge 1887, ch. 45) was necessary, for the special reason that the power to remove remains was sought to be conferred upon a school district, — which of course would not otherwise have the power, — not upon a town. The Kearsarge burying-ground is only sixty-nine years old, and it is the city, not a school district, that is to make the removal.

The attorney for the society further argues that a special act is necessary, because there are many relatives — known and unknown, and scattered far and wide — of persons interred in the burial-ground. This argument proves too much, for it would be just as impossible for the Legislature as for the City Council to find them. The testimony shows that there are numerous nameless graves with absolutely no record or means of identification, and only one representative of a marked grave (Mr. Baldwin) appeared at the hearings after ample publication of notice. If it were necessary to find these relatives and give them compensation, the Legislature could not effect the change any more than the City Council can. The true legal conclusion to be drawn from this impossibility of identification and of finding the next of kin, is not that the action of the legislature is necessary to divest and terminate private titles, but the one which we have already seen is the law, namely: that from the nature of the case there can be and are no legal private titles or rights of property in the subject-matter. The next of kin have no legal title whatever, and they are entitled to no compensation beyond a decent reinterment of the remains if any are found, and to be exempt from expense in the premises, all of which the petition proposes shall be accorded them. The City Council is the appropriate and most competent body to provide that this be done, and the Board of Health or some other municipal board or officer, the proper agency to carry it out.

The whole subject is wisely delegated to the local authorities under general laws. Towns and cities may lay out highways through a public burying-ground, the only condition annexed to the exercise of that right being that it shall be done by "the consent of the inhabitants of the town," or in the case of a city by the corporation, *i.e.*, by the City Council. Pub. Stat., ch. 82, sect. 29. So, as to the erection of buildings on a burial-ground, (Pub. St. ch. 82, sect. 31) and the construction of a railroad or canal. Pub. St., ch. 207, sect. 51.

V.

USE OF THE LAND AFTER REMOVAL OF REMAINS.

After removing the remains there is no legal obstacle to the city's making such use of the land as it sees fit within its powers as a municipal corporation, and it may grant the use of it to the petitioners for school purposes. (St. 1869, ch. 40.) Pub. St. ch. 82, sect. 16.

No easement exists by which the abutters have any rights in dictating the use to which it shall be put. There is no easement of light and air in this Commonwealth, and the original dedication to burial purposes conferred no rights upon abutting estates. The dedication was, from the nature of the case, limited to the necessary incidents of a burial-ground, and when it is discontinued as a burial-ground the dedication and all its incidents terminate therewith. There is no element of estoppel, as in the case of public squares, etc., cited by the society's attorney, where abutters had built upon them and had access to their houses over them. This burial-ground has always been fenced in and inaccessible; and there is no analogy to the case of a highway, a park, or a square.

In fact, however, the petitioner itself is the only abutter on two sides; no abutter has appeared to oppose the proposed change. Mr. Soren, the abutter on almost the entire length of the longest side told the committee on the ground at the view that he had tried thirty years ago to get the whole burial-ground removed completely, and was still as anxious as ever to have it removed; residents on Kearsarge avenue, including the family of Admiral Winslow, expressed the same hope to the committee, and the proposed use for school purposes would involve no building upon the land whatever. The petitioners are willing that such building should be prohibited.

It is immaterial, from a legal point of view, whether the use of the land, or of a part of it, shall be granted the petitioners upon their paying the expense of removal; or the city shall pay for the removal and sell the land, or a part of it, to the petitioners, either with or without an appropriation towards the purchase-money under St. 1869, ch. 40; or the city shall, after removing the remains, lease the land to the petitioners, making an annual appropriation for the rent under St. 1869, ch. 40. What the petitioners prefer, and

what would, in their opinion, best serve the educational interests of the city, would be an outright grant of the land to the petitioners for the physical training and athletic sports of the boys.

HENRY W. PUTNAM,

*Attorney for Trustees of the Grammar School
in the easterly part of Roxbury.*

STATEMENT ON BEHALF OF THE FIRST RELIGIOUS SOCIETY OF ROXBURY.

The said society desires that the Roxbury Grammar School shall receive a title to the said burial-ground for school purposes, if the City Council shall approve the proposed change of its use. The land having been purchased by the inhabitants of the First Parish in Roxbury, and being now held in trust for their benefit, and that of such others whose rights have accrued under them, any change that is made should rightfully be one that will yield the greatest benefit to the people resident within the limits of the old parish.

That this school is justly entitled to the generous consideration of both the city and said society is undisputed; and the great value of its present work, the warm regard in which it is held by the public, and its certainty of its increasing usefulness, seem to render it, under all the circumstances of the case, the only claimant for the land.

The former relations of said society to the burial-ground, and the uncertainty as to the legal title, seem to afford reasons for careful consideration by the city of the views and wishes of said society.

By the terms of the charter received from the Legislature, the society was "bound by all the contracts of the parish," and as the parish had dedicated this land to the purposes of a burial-ground, had given licenses for the erection of tombs and the burial of the dead, and as the society granted similar licenses itself, it became bound, and is still bound, to use its efforts to protect the rights of individuals which have grown out of the acts of the parish and society.

The said society respectfully represents that just compensation should be allowed all interested persons, and all proceedings conducted with strict regard to the existing laws, which apparently require the assent of the Legislature for the proposed change of use.

First. — An owner of land, having dedicated it to a public use, or one claiming title under him, cannot change that use.

The land in question is a parish burial-ground, properly dedicated to that use for the benefit of the inhabitants of the

First Parish in Roxbury, and accepted by them as such. The title of the First Religious Society was charged with this trust, and such subsequent title as the City of Boston has acquired is held to carry out this purpose and no other.

Land set apart by a town or individual for a public square or park, if accepted as such, must be so continued. A burial-ground possesses some of the advantages of a park, in its open character and freedom from buildings, in addition to its main purpose.

Washburn on Real Estate, 4th Ed., 3-72.

Abbott *v.* Cottage City, 143 Mass., 521.

Abbott *v.* Mills, 3 Verm., 526.

State *v.* Trask, 6 Verm., 365.

Tyler *v.* Sturdy, 108 Mass., 196.

Hobbs *v.* Lowell, 19 Pick., 405.

No deed of the land has been made by the society. The title of the City of Boston depends on the effect of a vote of the society passed January 4, 1841, offering to give the new burial-ground to the Town of Roxbury, the vote of said town, March 8, 1841, accepting it, and continuous possession from that date. If the gift and acceptance made a valid title, it was a gift for a charitable purpose and, once accepted, cannot afterward be renounced or conveyed away so as to defeat the charity.

Drury *v.* Natick, 10 Allen, 183, and cases cited therein.

Second. — Vested rights in land cannot be taken without consent of owners.

This great principle of law is set forth in the Constitution of the Commonwealth, which provides that no part of the property of individuals shall be taken from them or applied to public uses without their consent, or that of the representative body of the people, and that when property is taken for public uses the owner shall receive a reasonable compensation.

Constitution, Part 1st, Article 10.

Third. — Vested rights are owned by many individuals in this burial-ground.

About forty-one tombs have been built, and many bodies interred therein, by license of the parish and subsequent holders of the legal title. Such rights have uniformly been

sustained by the courts as far as ascertained. The law in this regard is fully and ably set forth in the report of Samuel B. Ruggles. Esq., adopted by the Supreme Court of New York.

In re Beekman St. on Law of Burial, 4 Bradford, 503.

A license from a parish to build a tomb in a burial-ground conveys to the holder the right to use such tomb for burial purposes, a right of access thereto, and of removal of all obstructions thereto.

Lakin v. Ames, 10 Cush., 198.

The foregoing cases have particular reference to ownership of tombs, but the principle must apply to burial in the ground. The interest in graves is of the same general character as that in tombs, and only varies in degree. The law will readily imply a license for acts in accordance with the general habits of the community.

Hawkes v. Locke, 139 Mass., 207.

The assent of all parties interested must be obtained (A), or a legislative enactment passed (B), to authorize the change asked for.

A.

Is it possible to obtain such an assent?

Rights in this burial-ground are owned by proprietors of tombs and the relatives of persons interred in graves, and who can trace the titles with any degree of accuracy? These persons are many in number, known and unknown, and are scattered over the whole country. It is not unreasonable to suppose that the inhabitants of the old territorial parish have rights of burial therein, as the prohibition of burials may in time be rescinded. Rights may also exist in the owners of adjoining land, that the land in question shall forever remain open and unbuilt upon. These rights are so intricate and extended as to make it practically impossible that compensation can be made to all. Every person having an actual interest must assent, or the change is illegal. In the case of a religious society, where it was desired to sell the church and land and divide the proceeds, it was decided that as it was

impossible to determine the exact rights of all the persons interested such a sale could not be made.

In re New South Meeting House in Boston, 13 Allen, 516, the reasoning in that case would seem to be applicable to the present one.

B.

Has the Legislature authorized such a change to be made?

The City of Boston is a corporation deriving all its powers from the State. It has no general power to exercise the right of eminent domain.

Towns are mere creatures of the law, and possess no powers other than those specifically enacted by statute.

Morton, J., in *Hobbs v. Lowell*, 19 Pick., 416, citing *Stetson v. Kempton*, 13 Mass., 272.

The Legislature has always carefully guarded rights in burial-grounds.

No highway can be laid through a burial-ground without authority of law or consent of the inhabitants of a town (Pub. St., Ch. 82, Sect. 29); nor through a private burial-ground without consent of proprietors (Ch. 82, Sect. 30).

No railroad can be laid out through a burial-ground without authority of law or consent of city, town, or proprietors.

Pub. St., Ch. 207, Sect. 61.

Land may be taken for a public school, but no lot taken shall exceed in the whole eighty square rods exclusive of the land occupied by the school buildings.

Pub. St., Ch. 44, Sects. 48 and 54.

In the case of *Sohier v. Trinity Church*, 109 Mass., 1--21, 22, the constitutionality of an act of the Legislature authorizing removal of tombs was questioned, but decided affirmatively. In the argument of counsel and the opinion of the court there is not a suggestion of a claim that the power of making such a change in the use of the land existed otherwise than in the Legislature.

The Legislature has passed a number of acts of this nature, allowing towns and corporations to remove all remains, under careful supervision, and replacing head-

stones, etc., allowing streets to be laid out through burial-grounds, allowing railroads to pass through same, etc.

See W. Stockbridge, 1877, Ch. 45; Northbridge, 1883, Ch. 28; Abington, 1884, Ch. 147.

Formerly no town or city had power even to prohibit burials in a burial-ground. The Legislature passed successive enabling acts in this particular.

Rev. Sts., Ch. 21, Sect. 8.

Acts 1885, Ch. 257.

Acts 1877, Ch. 182.

At the hearing in 1879 before a special committee of the City Council in regard to prohibiting burials in the Granary and King's Chapel burial-grounds, Mr. Thos. J. Barry, of the committee, and Mr. James M. Keith, Chairman of Board of Health, stated as follows:—

"Mr. BARRY.—Suppose the city should stop burials there, it would not have the right to use the land for any other purpose except by getting an Act of the Legislature.

"Mr. KEITH.—That is my idea at present."

City Document, Intramural Interments, 1878, p. 45.

The public at that time was alarmed, and fears were expressed at these hearings that it was the intention of the city ultimately to take these burial-grounds for different purposes, as the land was of great value. The Massachusetts Historical Society requested Hon. E. R. Hoar to prepare an act for their preservation, which was prepared by the Legislature.

Acts 1880, Ch. 153.

This act does not affect the general law as it existed, as to the power of a city or town to take burial-grounds for purposes not specially authorized by statute, but was intended by the originators to guard against a taking for purposes authorized by law, as for highways and railroads, and was intended to limit and not extend the powers of towns and cities.

This case involves important considerations, and will doubtless form a precedent for future cases. General principles of right should not be violated, even when, as in this particular case, only good may seem to be accomplished.

The nature and degree of compensation should be fixed and equal, and should be defined in advance.

The prudent and safe course would be for the city and the society, and such other parties interested as shall agree to unite in a petition to the Legislature, asking for an act vesting the title of the land in the Roxbury Grammar School, on condition that all remains should be removed in the most careful and tender manner to a convenient cemetery, and that each tomb owner should be furnished, if desired, with a small lot, with a stone suitably inscribed, and all single graves now marked should have the same stones removed and set up, and such other reasonable and proper acts done as may be hereafter agreed upon.

GEO. A. DARY,

For First Religious Society in Roxbury.

MAY 24, 1887.

CITY OF



BOSTON.

MOUNT HOPE CEMETERY.

PERPETUAL CARE OF LOTS.

OFFICE OF THE CITY REGISTRAR,
BOSTON, March 20, 1890.

To the Common Council:—

In obedience to an order adopted at the last meeting of your honorable body, the undersigned herewith respectfully submits a statement concerning the Perpetual Care of Lots in Mount Hope Cemetery, as required by said order.

Respectfully submitted,

N. A. APOLLONIO,

Sec'y Board of Trustees.

Perpetual Care of Lots in Mount Hope Cemetery.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
December 24, 1851 . .	{ Charles E. Barry An additional payment	April 22, 1873 . . .	\$150 00	15 } and 17 }
December 24, 1851 . .		October 26, 1878 . .	50 00	
January 8, 1869 . . .	William C. Lawrence	May 22, 1873 . . .	100 00	312
May 31, 1873	Sarah M. Sanders	May 30, 1873 . . .	75 00	1133
No Date	William Durant	June 25, 1873 . . .	100 00	109
December 24, 1858 . .	Thomas Taylor	July 7, 1873 . . .	100 00	207
No Date	William Troup	October 22, 1873 . .	100 00	114
July 8, 1864	Helena M. Felt	October 22, 1873 . .	75 00	631
December 30, 1867 . .	Robert Emerson	February 13, 1874 . .	75 00	963
August 30, 1855 . . .	Margaret Walsh	July 31, 1874 . . .	100 00	92
November 10, 1874 . .	Gideon Jennings	November 10, 1874 . .	75 00	1118
September 15, 1853 . .	Emily Dorr	December 21, 1874 . .	100 00	31
September 22, 1874 . .	Ruth H. Clapp	April 20, 1875 . . .	100 00	174

May 7, 1875		Irena Dugan	May 8, 1875		75 00	1112
May 14, 1863		William J. Foley	May 12, 1875		75 00	550
May 20, 1875		Ellen M. Torrey	May 22, 1875		75 00	1131
June 27, 1874		John Taylor	June 1, 1875		100 00	1180
April 17, 1869		Charles F. Holden	June 26, 1875		100 00	419
July 29, 1856		Jacob Norris	July 6, 1875		100 00	414
April 30, 1853		Benjamin Judkins	November 3, 1875		100 00	402
June 25, 1863		Joseph K. Adams	January 7, 1876		100 00	228
October 29, 1868		Margaret Aiken	February 19, 1876		100 00	948
April 28, 1876		David Perkins	May 11, 1876		100 00	849
May 1, 1876		Andrew J. Knowles	May 11, 1876		75 00	1351
May 15, 1876		Isaac R. Hart	May 15, 1876		100 00	1153
July 7, 1876		Joseph Austin	July 18, 1876		100 00	1286
September 30, 1854		Betsey Whitcomb	August 6, 1876		100 00	253
October 19, 1876		Walter F. McConnell	October 19, 1876		100 00	1221
June 11, 1874		Mary A. Newhall	November 27, 1876		100 00	1196
August 9, 1853		Joseph L. Drew	April 10, 1877		100 00	90

Care of Lots. — Continued.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
May 7, 1877	George McConnell	May 7, 1877	\$100 00	1222
May 19, 1877	Samuel W. Creech, Jr.	May 19, 1877	100 00	1277
June 22, 1877	Peter Cook	June 22, 1877	100 00	1198
August 10, 1877	Robert Kingsley	August 10, 1877	75 00	1355
August 29, 1877	Mary B. Soper	August 29, 1877	100 00	1278
September 3, 1871	Mary A. Waterman	September 5, 1877	100 00	864
September 22, 1877	John H. Burt	September 22, 1877	100 00	846
January 12, 1878	Antoinette Clapp	January 22, 1878	75 00	1356
January 23, 1878	Ambrose Lawrence	January 24, 1878	100 00	1165
October 16, 1873	Sarah Foley	April 9, 1878	100 00	1088
April 11, 1878	Samuel H. Winkley	April 11, 1878	20 00	862
May 28, 1877	James W. Vinal	May 8, 1878	75 00	1344
December 16, 1874	Ephraim Dodge	May 15, 1878	75 00	425
December 24, 1851	Mrs. John Tillson	May 15, 1878	100 00	112

CARE OF LOTS.

August 21, 1867 . . .	William L. Moore	June 7, 1878 . . .	75 00	804
June 15, 1866	Sarah J. Perry	June 18, 1878 . . .	100 00	707
July 2, 1869	Mrs. Jane R. Goodnow	July 1, 1878 . . .	75 00	984
October 17, 1878 . . .	Eugene H. Clapp	October 17, 1878 . .	100 00	1333
November 5, 1878 . .	George W. Wadsworth	November 5, 1878 . .	100 00	1334
October 15, 1872 . . .	C. Fred. Howard	November 7, 1878 . .	100 00	1087
November 7, 1878 . .	Henry Faxon	November 7, 1878 . .	100 00	1507
April 16, 1860	Odd Fellows' Lot	November 19, 1878 . .	500 00	587
September 26, 1867 . .	Sarah R. Daniels	January 17, 1879 . .	100 00	692
February 5, 1879 . . .	Mary E. Choate	February 7, 1879 . .	75 00	1386
February 12, 1879 . .	Joaquin K. Souther	February 13, 1879 . .	100 00	1287
May 29, 1852	Mary B. Jeffers	March 22, 1879 . . .	100 00	223
August 11, 1879 . . .	Umphrey Thomson	April 23, 1879 . . .	100 00	1306
September 13, 1853 . .	William W. Capen	May 9, 1879	100 00	288
May 15, 1866	George J. Blank	May 17, 1879 . . .	75 00	548
May 23, 1876	Enoch E. Blake	June 17, 1879 . . .	100 00	851
July 24, 1879	Laura C. Moseley	July 25, 1879 . . .	100 00	1335

Care of Lots. — Continued.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
July 20, 1879	Rosanna Burke	July 29, 1879	\$75 00	1385
September 9, 1879 . .	Herman Tolken	September 9, 1879 . .	100 00	1166
October 18, 1861 . . .	William M. Wise	November 20, 1879 . .	100 00	426
November 24, 1879 . .	Anson Burton, Jr.	November 24, 1879 . .	100 00	860
October 11, 1852 . . .	Joseph M. Marsh	January 2, 1880	100 00	375
April 17, 1874	Harriet S. Coombes	January 29, 1880 . . .	100 00	1183
October 18, 1867 . . .	Richard W. Henshaw	March 1, 1880	100 00	735
March 1, 1880	Patience L. Chamberlin	March 1, 1880	100 00	1336
April 30, 1880	John S. Bleakie	April 30, 1880	100 00	1337
November 12, 1875 . .	James A. Kemp	May 25, 1880	100 00	850
June 1, 1881	Samuel Stillings	June 1, 1880	100 00	1168
June 2, 1880	Elizabeth B. Hoyt	June 2, 1880	100 00	848
January 22, 1873 . . .	Jane W. Howe	June 22, 1880	75 00	1036
June 28, 1853	Lucy F. Dillaway	July 21, 1880	100 00	463

CARE OF LOTS.										7
December 27, 1852	Henry W. Gill	.	.	.	.	.	.	July 26, 1880	200 00	{ 490 492
July 3, 1854	Eliza J. Burbank	.	.	.	.	.	.	September 2, 1880	100 00	
June 25, 1875	Rhoda D. Dinsmore	.	.	.	.	.	.	October 11, 1880	100 00	233
January 2, 1878	Lyman Rhodes	.	.	.	.	.	.	December 20, 1880	75 00	1194
September 28, 1875	John J. Peeler	.	.	.	.	.	.	January 24, 1881	100 00	1387
November 11, 1879	William B. Learned	.	.	.	.	.	.	March 2, 1881	75 00	1216
November 3, 1881	Aaron B. Babcock	.	.	.	.	.	.	May 2, 1881	100 00	1397
May 5, 1881	Jane H. Putnam	.	.	.	.	.	.	May 6, 1881	75 00	1169
May 12, 1881	David Smith	.	.	.	.	.	.	May 12, 1881	75 00	1416
May 12, 1881	Catharine L. Wescott	.	.	.	.	.	.	May 12, 1881	75 00	1444
April 22, 1875	Melville E. Ingalls	.	.	.	.	.	.	May 12, 1881	75 00	1415
May 17, 1881	O. and Horace M. Tolman	.	.	.	.	.	.	May 13, 1881	100 00	1197
May 24, 1881	Elizabeth Quinn	.	.	.	.	.	.	May 17, 1881	100 00	847
September 1, 1855	Daniel C. Taylor	.	.	.	.	.	.	May 24, 1881	75 00	1370
April 4, 1873	Henry Schappe	.	.	.	.	.	.	June 1, 1881	100 00	290
July 1, 1881	William E. Bartlett	.	.	.	.	.	.	June 20, 1881	100 00	872
								July 1, 1881	100 00	1279

Care of Lots. — *Continued.*

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
July 8, 1881	Samuel Irvin	July 8, 1881	\$50 00	1565
July 1, 1881	David T. Haraden	July 13, 1881	75 00	1417
July 14, 1881	Charles E. Varney	July 14, 1881	100 00	1170
August 9, 1881	L. O. Grover and C. F. Page	August 15, 1881	100 00	1171
August 5, 1881	Franklin Patch	August 15, 1881	75 00	1429
September 23, 1881	Hartwell Mayers	September 23, 1881	75 00	1445
December 24, 1881	Lewis W. Spaulding	September 28, 1881	100 00	182
October 7, 1881	Wm. K. Wood and Mary C. Gardner	October 7, 1881	100 00	1331
December 31, 1867	Nathaniel Adams	October 15, 1881	75 00	805
October 25, 1881	Sophronia C. Squires	October 25, 1881	100 00	1283
October 7, 1881	Samuel C. and Mattie S. Appleton	November 11, 1881	75 00	1422
July 10, 1874	Francis E. Hathaway	December 9, 1881	100 00	1243
October 20, 1865	Abby R. Jones	January 14, 1882	75 00	675
March 4, 1882	Edwin Adams	March 4, 1882	75 00	1423

April 8, 1882	James Howe	April 8, 1882	75 00	1430
April 18, 1882	Joseph P. Paine	April 18, 1882	100 00	1305
September 30, 1854	Joseph Dix	April 21, 1882	100 00	340
May 17, 1881	Frank E. Howe	May 17, 1882	75 00	1420
May 19, 1882	D. W. C. Rogers	May 19, 1882	100 00	854
May 22, 1882	Francis Hall	May 22, 1882	100 00	1304
April 22, 1881	Mary Rogers	May 23, 1882	100 00	939
November 28, 1871	W. I. and Catherine Tuckerman	May 23, 1882	500 00	1063
June 14, 1882	Caroline Watson	June 14, 1882	75 00	832
November 22, 1876	Elizabeth S. Bosson	June 18, 1882	100 00	1290
June 20, 1882	Homer and Mary T. Ashley	June 20, 1882	75 00	1439
June 27, 1882	John R. Smith	June 27, 1882	75 00	1437
August 6, 1877	Sampson W. Pollard	July 7, 1882	75 00	1383
July 20, 1882	Abby H. Peakes	July 20, 1882	100 00	1172
July 24, 1882	J. M. Orrock and Wm. J. Hurd	July 25, 1882	100 00	858
May 23, 1883 ¹	Charles E. Chamberlin	August 2, 1882	100 00	1282
March 5, 1883 ¹	C. H. Dolbeare and Wm. P. Stone, Jr.	August 30, 1882	100 00	1339

¹ The payments for the perpetual care of these lots were made before the lots were wholly paid for.

Care of Lots. — *Continued.*

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
October 6, 1869 . . .	John A. Lewis	October 6, 1882 . . .	\$100 00	1001
March 13, 1871 . . .	Sarah A. Wills	September 27, 1882 .	100 00	990
October 16, 1882 . . .	Albert Day	October 16, 1882 . . .	75 00	1400
October 19, 1882 . . .	Charles Spring	October 19, 1882 . . .	75 00	1618
November 6, 1882 . . .	Adam Mock	November 6, 1882 . . .	75 00	1630
May 24, 1883	Samuel N. Gould	January 5, 1883 . . .	75 00	1617
February 6, 1883 . . .	Warren P. Choate	February 6, 1883 . . .	75 00	1341
May 10, 1865	James H. Upham	March 14, 1883 . . .	100 00	225
September 25, 1882 . . .	Francis T. Chadbourn	April 27, 1883 . . .	75 00	1442
December 24, 1851 . . .	F. G. Schauffler	May 2, 1883	75 00	119
May 3, 1883	Charlotte E. Proctor	May 4, 1883	75 00	1621
May 15, 1883	Grace E. Fernald	May 15, 1883	75 00	1631
May 16, 1883	George H. Glover and Hannah E. Emery	May 16, 1883	75 00	1615
May 21, 1883	Nellie W. Lamos	May 21, 1883	75 00	1624

June 12, 1883	William D. Smith	June 12, 1883	75 00	1401
January 2, 1879	Helen A Burrill	June 14, 1883	75 00	1261 } and 1262 }
September 24, 1877				
December 24, 1851	James A. Dupee	June 23, 1883	100 00	46
July 11, 1883	Samuel Hall	July 11, 1883	75 00	1627
July 13, 1883	Eliza C. and Clara B. Gould	July 13, 1883	50 00	1645
March 7, 1888 ¹	Ariel G. Cheever	July 18, 1883	100 00	1493
July 19, 1883	John C. Tibbetts	July 19, 1883	75 00	1371
August 18, 1883	J. W. Smith and Benj. F. Jerome	August 18, 1883	100 00	1492
November 4, 1863	Mrs. Samuel Ford	October 13, 1883	75 00	590
July 8, 1853	Almira Wheeler	October 27, 1883	100 00	397
December 31, 1868	Ada Shepard	October 31, 1883	75 00	976
November 5, 1883	Sarah C. Marsh	November 5, 1883	100 00	1491
September 26, 1865	Annie Brown	November 12, 1883	75 00	759
November 26, 1883	George J. Morse	November 26, 1883	50 00	1573
January 11, 1872	Post 7 Grand Army	December 7, 1883	300 00	1105
January 14, 1884	Richard M. Johnson	January 14, 1884	100 00	1338

¹ The payment for the perpetual care of this lot was made before the lot was wholly paid for.

Care of Lots. — Continued.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
June 3, 1873	Albert D. Neal	February 6, 1884 . .	\$100 00	667
October 30, 1884 . . .	Chas. H. Dickinson and Jas. L. Hillard	May 1, 1884	100 00	845
May 6, 1884	William E. Brooks	May 6, 1884	75 00	1525
November 15, 1882 . .	Eliza A. Bowman	May 14, 1884	50 00	1592
May 21, 1884	Andrew J. Houghton	May 21, 1884	100 00	1332
No date	William Troup	May 28, 1884 ¹	250 00	114
June 4, 1884	Rudolph F. Haffenreffer	June 4, 1884	100 00	1280
August 24, 1858 . . .	William S. Dillaway	June 17, 1884	100 00	214
March 28, 1861	James F. Smith	June 20, 1884	100 00	237
December 5, 1863 . . .	Francis Aymar	July 8, 1884	75 00	626
September 30, 1884 . .	Mary E. and Susan A. Orrall	July 18, 1884	100 00	1330
October 18, 1883 . . .	Sarah E. Smith and George E. Simpson	August 4, 1884	75 00	1636
August 10, 1875	Christine M. Goodridge	September 24, 1884 . .	100 00	106

¹ In addition to \$100 paid October 22, 1873.

CARE OF LOTS.				13
October 16, 1884	David C. and George H. Theal	October 16, 1884	\$75 00	1519
May 22, 1863	Joseph E. Bond	October 18, 1884	75 00	586
September 5, 1884	Susie C. Cluer	December 31, 1884	50 00	1711
June 30, 1873	John Sharland	January 29, 1885	100 00	1179
April 3, 1885	Adeline W. Cobleigh	April 3, 1885	100 00	1662
April 27, 1885	Henry B. and Sarah B. Chandler	April 27, 1885	100 00	1664
May 17, 1869	James C. Tucker	April 27, 1885	100 00	662
December 1, 1882	Richard F. Hewitson	April 30, 1885	75 00	1438
June 2, 1871	Anna P. Loring	April 30, 1885	100 00	898
January 29, 1876	Matthias Rich	May 19, 1885	100 00	1230
April 12, 1883	Boston Lodge of Elks	May 20, 1885	500 00	1650
May 25, 1885	William E. Cash	May 25, 1885	100 00	1509
May 21, 1885	Ann Johnston	June 5, 1885	75 00	1468
May 26, 1874	Elijah and George H. Palmer	June 10, 1885	100 00	1207
No date	James M. Gordon	June 15, 1885	100 00	193
June 18, 1885	Charles H. Crummett	June 18, 1885	100 00	1285
September 28, 1858	Graham Pope	June 22, 1885	100 00	56

Care of Lots. — Continued.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
July 23, 1883	Joseph A. Tucker	June 24, 1885	\$75 00	1634
June 24, 1885	C. E. and J. D. Batchelder	June 24, 1885	100 00	1284
May 28, 1869	Charles H. and Mary L. Baldwin	July 7, 1885	75 00	983
April 30, 1884	August Mayor	July 9, 1885	75 00	1610
September 12, 1867 . .	Mary Prescott	July 11, 1885	100 00	791
December 31, 1866 . .	Charles W. Slack	July 16, 1885	100 00	661
July 17, 1885	Lovina Leighton	July 17, 1885	125 00	1646
No date	Aaron H. March	September 2, 1885 . .	100 00	185
December 24, 1851 . .	Israel S. Trafton	September 25, 1885 . .	100 00	13
October 12, 1885 . . .	Timothy O'Brien	October 12, 1885 . . .	100 00	1296
May 12, 1885	Martha A. Sargent	November 3, 1885 . .	100 00	1189
August 7, 1883	Caroline Jukes	November 10, 1885 . .	75 00	1613
December 9, 1885 . . .	Mehitable Leighton	December 9, 1885 . .	100 00	1281
May 24, 1861	Luther Pierce	December 16, 1885 . .	100 00	865

		CARE OF LOTS.		15
May 14, 1852	Elizabeth Haynes	April 29, 1886	100 00	143
January 24, 1866	Solomon B. Stebbins	May 4, 1886	100 00	508
June 12, 1866	George W. Leonard	May 4, 1886	100 00	725
February 23, 1881	Elizabeth Dorr	May 7, 1886	100 00	852
July 9, 1854	George Alden	May 7, 1886	100 00	123
August 30, 1859	Harriet Blaney	May 7, 1886	100 00	89
May 10, 1886	A. R. and C. A. Wentworth	May 10, 1886	100 00	1315
May 14, 1886	William H. Richards	May 14, 1886	100 00	1316
October 16, 1885	Nellie C. Darling	May 24, 1886	75 00	1649
October 6, 1879	Silas H. Munson	June 4, 1886	50 00	1518
March 18, 1884	Minerva S. Merriss	June 14, 1886	50 00	1599
April 6, 1886	John Greely	June 21, 1886	75 00	1641
November 24, 1869	Joseph W. Lawrence	June 22, 1886	100 00	1013
July 8, 1854	Thomas S. Hart	June 28, 1886	100 00	291
May 1, 1867	Josephine R. Dame	July 1, 1886	100 00	758
July 9, 1886	Erstene F. Clapp	July 9, 1886	100 00	1329
May 3, 1861	Horace J. Farrington	July 15, 1886	100 00	477

Care of Lots. — Continued.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
September 5, 1870 . . .	Aaron Joy	July 19, 1886 . . .	\$100 00	757
August 18, 1877 . . .	Mary L. Tilden	August 4, 1886 . . .	75 00	1274
August 2, 1872 . . .	Edmund D. Barbour	August 7, 1886 . . .	100 00	1081
July 18, 1863 . . .	Charles A. Bridges	August 9, 1886 . . .	75 00	593
June 11, 1853 . . .	George W. Allan	August 17, 1886 . . .	100 00	328
August 13, 1886 . . .	Samuel W. and Wm. A. Rogers	August 18, 1886 . . .	100 00	1310
December 5, 1866 . . .	Chas. H. Leach and Phebe J. Pratt	August 19, 1886 . . .	100 00	462
October 15, 1861 . . .	Alfred J. Mercer	August 20, 1886 . . .	100 00	512
August 11, 1886 . . .	Maria P. Jones	August 20, 1886 . . .	100 00	452
October 12, 1868 . . .	Nathan H. Bishop	August 26, 1886 . . .	75 00	972
January 17, 1871 . . .	Frederick A. W. Gay	October 9, 1886 . . .	100 00	994
April 23, 1880 . . .	George F. Lincoln	October 13, 1886 . . .	100 00	1072
August 1, 1873 . . .	Sarah A. L. Daniels	November 2, 1886 . . .	100 00	6
October 8, 1861 . . .	William E. Ford	November 22, 1886 . . .	75 00	594

November 29, 1886	Jennie Bourne	December 1, 1886	100 00	1659
May 22, 1873	Frederick O. Clark	December 24, 1886	100 00	1017
September 27, 1853	Ebenezer W. Bumstead	December 27, 1886	100 00	300
December 26, 1866	John F. Kilton	January 15, 1887	100 00	738
December 14, 1875	William B. Holbrook	February 28, 1887	100 00	1193
March 7, 1887	Charles H. Young	March 7, 1887	100 00	1678
November 12, 1885	Josiah H. Smith	April 16, 1887	100 00	1680
April 21, 1886	James E. Miller	April 22, 1887	100 00	1673
May 3, 1870	Naney P. Chase	April 25, 1887	75 00	1006
October 20, 1879	Henry J. Howes	May 11, 1887	75 00	1398
June 22, 1887	Putnam Lodge, I. O. O. F.	June 22, 1887	200 00	1769
July 8, 1867	Helen M. Lang	June 23, 1887	75 00	815
June 21, 1866	John Butler	June 28, 1887	85 66	756
July 5, 1887	Charles W. Clement	July 5, 1887	100 00	1677
July 8, 1887	John J. Dyer	July 8, 1887	100 00	1297
September 3, 1872	Hubbard Brigham	July 28, 1887	100 00	1085
September 20, 1852	Edward M. Capen	August 24, 1887	100 00	338

Care of Lots. — Continued.

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
September 22, 1887 . .	Eben T. Sears	September 22, 1887 .	\$100 00	1691
September 29, 1887 . .	Walter E. Whittemore	September 29, 1887 .	100 00	1676
September 7, 1874 . .	Charles W. Peterson	September 30, 1887 .	100 00	1161
October 31, 1887 . .	Commercial Lodge, I. O. O. F.	October 31, 1887 . .	100 00	1777
December 24, 1851 . .	Heirs of Ebenezer Weld	October 31, 1887 . .	100 00	141
September 20, 1853 . .	Elizabeth M. Copeland	November 1, 1887 .	100 00	117
November 15, 1865 . .	Henrietta Daniels	December 20, 1887 .	75 00	657
June 8, 1882	Annie Meehan	February 2, 1888 . .	75 00	1425
February 25, 1884 . .	Gustavus Esselen and Geo. F. Folsom	February 18, 1888 .	117 00	1533
June 19, 1865	Mary S. Harding	April 9, 1888 . . .	100 00	624
June 7, 1858	Mary A. B. Gore	April 21, 1888 . . .	100 00	278
October 28, 1885	Francis S. Parsons	April 27, 1888 . . .	75 00	1730
May 25, 1886	Frank M. and Albert G. Frost	May 8, 1888	100 00	1489
October 22, 1886	Ellen A. Schell	May 15, 1888 . . .	75 00	1732

CARE OF LOTS.

May 23, 1888	Nathan P. Lamson	May 23, 1888	100 00	1483
July 11, 1887	Margt. Bergh and Emil M. Bauer	May 31, 1888	75 00	1765
June 16, 1886	Wm. J. and Wm. G. Fitzmeyer	June 8, 1888	75 00	1736
May 23, 1859	Elijah H. Goodwin	June 16, 1888	100 00	350
August 24, 1874	Joanna F. Decker	June 25, 1888	100 00	1208
November 13, 1865	William Hall	July 2, 1888	75 00	681
May 3, 1861	Mrs. Nancy Packard	July 18, 1888	100 00	348
June 9, 1858	Job F. Bailey	July 24, 1888	100 00	335
June 10, 1867	John Hurley	July 31, 1888	100 00	699
September 13, 1869	George H. Allen	August 21, 1888	100 00	987
April 15, 1853	Mrs. Henry Safford	August 23, 1888	100 00	58
November 18, 1867	Alson F. Poole	August 28, 1888	100 00	915
May 11, 1875	John Hood and Oliver Colburn	August 28, 1888	75 00	1127
September 24, 1888	Mrs. Eliza A. W. Nichols	September 24, 1888	75 00	1794
September 10, 1888	Henry Faxon	October 9, 1888	75 00	1820
January 14, 1876	Philip Dorr	November 5, 1888	100 00	1217
July 16, 1853	Mrs. Gilbert Wait	February 11, 1889	100 00	486

Care of Lots. — *Concluded.*

Date of Purchase.	Name of Owner.	Date of Perpetual Care.	Amount Paid.	No. of Lot.
January 5, 1867 . . .	Mary D. Whitney	February 16, 1889 .	\$275 00	827
March 15, 1887 . . .	Thomas H. Mead	February 20, 1889 .	100 00	1508
March 17, 1886 . . .	John V. Dakin	February 27, 1889 .	100 00	1657
September 13, 1853 .	Clarissa S. Taylor	March 13, 1889 . .	100 00	286
April 6, 1889 . . .	Clayton Hale and Edwin R. Flynt	April 8, 1889 . . .	100 00	1495
January 10, 1854 . .	William Neilson	April 10, 1889 . . .	100 00	360
June 25, 1852 . . .	Moses T. Durrell	April 23, 1889 . . .	100 00	191
April 29, 1889 . . .	Charles P. Poole	April 29, 1889 . . .	100 00	836
October 15, 1867 . .	Julian O. Mason	May 1, 1889 . . .	100 00	753
October 15, 1875 . .	Frederick H. Newton	May 2, 1889 . . .	100 00	1241
December 8, 1885 . .	Albert A. Woodward	May 2, 1889 . . .	20 00	1712
July 29, 1881 . . .	Mary M. Caldwell	May 2, 1889 . . .	40 00	1734
August 19, 1875 . .	Albert R. Whittier	May 3, 1889 . . .	100 00	1240
May 1, 1876 . . .	Ruth L. Rowe	May 3, 1889 . . .	20 00	1253

May 29, 1879	Caroline F. Graham	July 19, 1889	75 00	1514
July 29, 1889	Alice B. Dunn	July 29, 1889	100 00	1482
October 14, 1854	George W. Pierce	August 2, 1889	75 00	489
August 14, 1889	Mrs. John Scott	August 14, 1889	100 00	1312
August 21, 1889	Mrs. A. N. Abbott ;	August 22, 1889	100 00	1689
February 3, 1888	Jerome Schneider	August 27, 1889	133 33	1661
August 13, 1874	Asahel H. Glover	September 3, 1889	100 00	1184
September 22, 1884	James Mitchell	September 9, 1889	100 00	1325
October 7, 1889	Dexter R. and Wm. H. Dearing	October 7, 1889	100 00	1481
November 6, 1889	Edward L. Jordan	November 6, 1889	100 00	1773
October 18, 1889	Mary J. Crawford and Mary J. Fowle	November 18, 1889	100 00	841
August 27, 1863	Edward Parmenter	November 26, 1889	75 00	567
June 24, 1887	William P. Cross	December 6, 1889	133 33	1671
September 16, 1875	John Winslow	December 12, 1889	100 00	468
January 16, 1890	Mrs. Eliza E. Brooks	January 16, 1890	75 00	1805
January 20, 1890	John C. Nolen	January 20, 1890	75 00	1855
November 29, 1865	Robert Knott	February 10, 1890	100 00	749

IN COMMON COUNCIL, March 20, 1890.

Assigned to the next meeting, and ordered to be printed.

Attest :

JOSEPH O'KANE,
Clerk of the Common Council.



